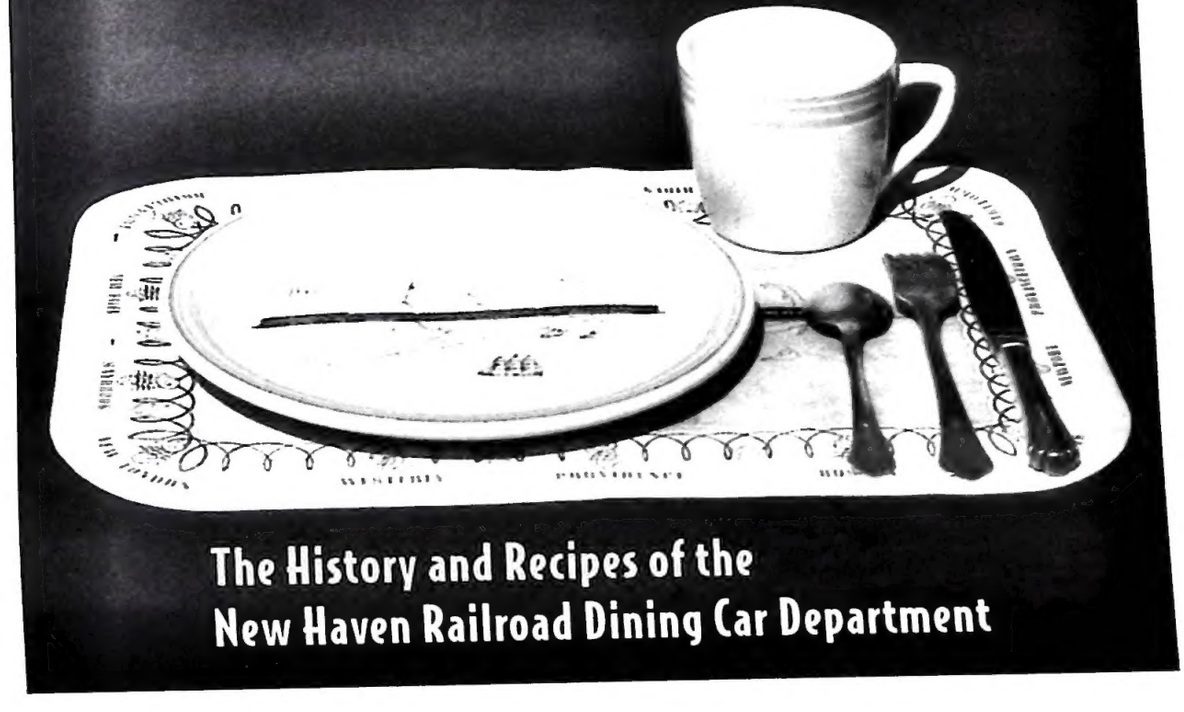
New York New Haven and Hartford Railroad

Dining on the Shore Line Route

The History and Recipes of the New Haven Railroad Dining Car Department

Marc Frattasio

Dining on the Shore Line Route



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FRONT COVER—
This lovely lady is enjoying a meal aboard dining car No. 5234, *The Patriot,* one of several heavyweight diners upgraded and remodeled at the New Haven's Readville Car Shops just prior to the Second World War.
NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

TITLE PAGE—
A typical place setting of "Grill Car China," as used by the New Haven Railroad's Dining Car Department between 1937 and 1952. The plates are decorated with a red map of southern New England and a gray Baldwin I-5 streamlined steam locomotive hauling two Pullman-Standard lightweight coaches.
AUTHOR'S COLLECTION

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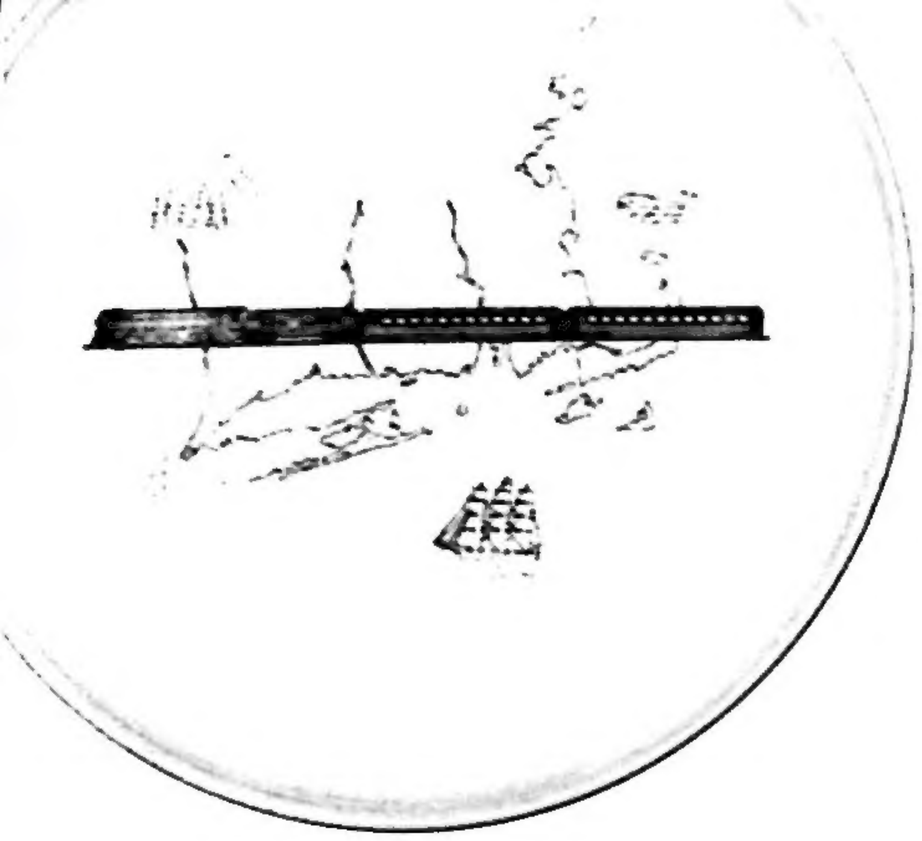


Dining on the Shore Line Route

Very rarely are books such as this a one-man show. It has been my good fortune to have received assistance from numerous individuals while researching and writing this book. All information contained in the book is true and complete to the best of my knowledge and any errors are mine alone.

Many thanks go to Thomas W. Dixon, Jr. of TLC Publishing for helping me take this labor of love beyond the talking stage and to designer Kevin J. Holland for putting it all together in the style for which he is known.

This book would never have been possible without the assistance and support of many friends who worked for the New Haven Railroad Dining Car and Passenger Traffic departments:

- Grill Car Girl Ruth (Hiltz) Anderson
- Grill Car Girl Geraldine Corrado
- Bar Attendant Don Constantineau
- Grill Car Girl Margo (Clark) Constantineau
- Grill Car Girl Alice (Gillis) DeSimone
- Grill Car Girl Betty (Watson) DiGregorio
- Grill Car Girl Ann (Caughlin) Gormley-Flynn
- Steward Owen Hanley
- Grill Car Girl Penny (Walter) Hermanson
- Grill Car Girl Edna (Reeke) Kearns
- Grill Car Girl Eileen (Howard) Mack
- Grill Car Girl Rita Martini
- Grill Car Girl Alice McGillicuddy
- Stenographer Ursula Mills
- Grill Car Girl Eileen (Reeke) Nevins
- Grill Car Girl Catherine "Choo Choo Kate" Quinlan
- Dining Car Department Superintendent Edward Rockett Jr.
- Bar Attendant Richard "Dick" Tracy
- Grill Car Girl Mary (Blinn) Tracy
- Passenger Service Rep. Sam Vaughan

Thanks to these people, who generously shared their experiences and memorabilia with us, the history and recipes of the New Haven Railroad Dining Car Department have not been lost to time.

J.W. Swanberg, author of *New Haven Power*, is perhaps the world's leading New Haven Railroad scholar. Jack unselfishly provided a large number of rare photographs and other historic materials from his comprehensive personal archive. Additionally, Jack took time out from his busy travel schedule to review my draft manuscript and provided many welcome comments, additions, and corrections.

David Peters, Sr. is a retired railroad worker and a real gentleman who had the foresight to preserve many historic photographs from the New Haven's official files after the Penn Central takeover. Without David's assistance, I would never have found any photos of early New Haven dining cars to include in this book.

Richard Luckin, author of *Dining on Rails*, was kind enough to share a substantial number of photographs of rare New Haven Railroad food service china patterns. Dick's profusely illustrated book is generally considered the definitive reference on railroad food service china. It is well worth seeking out.

A special "thank you" must go to Bill and Nancy Butler, who bear the responsibility for introducing me to the frustrating and expensive hobby of collecting china, silver, menus, and other artifacts from the New Haven Railroad Dining Car Department. I first encountered Bill and Nancy at a New Haven Railroad Historical & Technical Association train show in North Haven, CT, during the early 1980s. The Butlers had some choice pieces from their comprehensive collection of dining car china and silver on display. Under the mistaken impression that these

Acknowledgments

items were for sale, I began to scoop them up, much to the Butlers' horror! Over the years, the Butlers have become good friends. They have generously provided guidance and direction that has helped me greatly in building up my own collection of New Haven Railroad memorabilia.

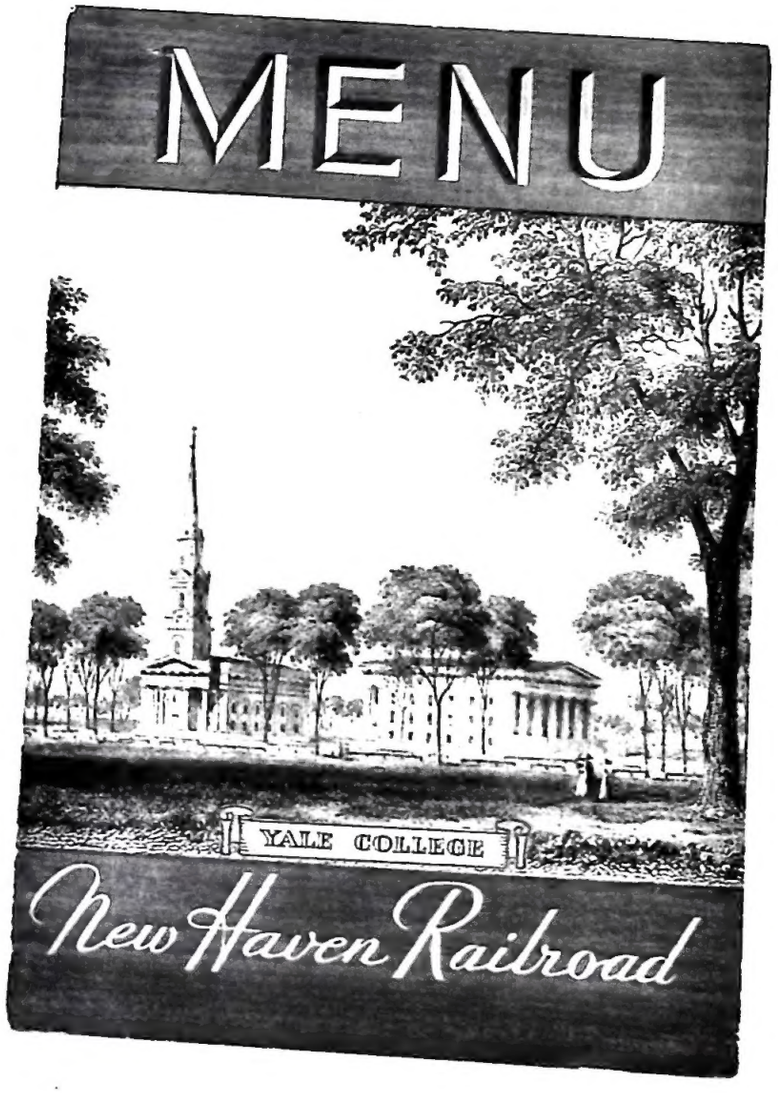
Don and Margo Constantineau are truly special friends. Both Don and Margo, who are married to each other, worked for the New Haven Railroad Dining Car Department, Don as a grill car bar attendant and Margo as a hostess. A serendipitous encounter with Don and Margo at the Edaville Railroad during the late 1980s eventually led to introductions to many of their former New Haven colleagues, all of whom have subsequently become our friends. Some of these people, like former grill car girls Kate Quinlan and Penny Hermanson, have become very close friends indeed.

Photographs attributed to Bob's Photo can be ordered from Robert Liljestrand, 37 Spring Street, Ansonia, CT 06401. Send Bob a large self-addressed stamped envelope with all enquiries and he will reply with the price, and payment instructions.

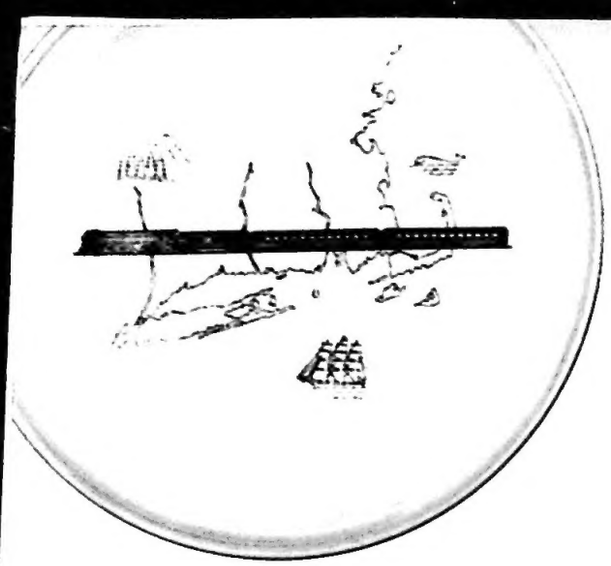
Additional illustrative material and other much-appreciated assistance was provided by Dr. Joseph Cerreto, Paul Cutler, W. F. Howes Jr., Richard Hurst, Paul E. Levasseur, Ben Perry, W. David Randall, Lester Smith, Brian Solomon, Michael Sullivan, Edward Sweeny, and Joseph Tupay. Thanks, guys!

A special "thank you" goes to my wife Faith. Not only does Faith care enough about me to put up with my many eccentricities, she also attempts to take an interest in some of them, such as my interest in railroad history. In fact, it was Faith's original New Haven Railroad standard recipe book, given to her many years ago by Don and Margo Constantineau, that actually formed the core of this book project.

Last but not least, I have to thank my parents Janice and Vincent Frattasio, my grandparents Anna and James Trementozzi, and my family, Adam and Kathy, Damian and Lisa, Christopher and Caroline, Jonathan, Mara, Noel and Christina, Seth and Elizabeth, and Christian for either facilitating or putting up with my life-long passion for railroad history.



A wartime New Haven Railroad Grill Car menu from December 1945. AUTHOR'S COLLECTION



Dining on the Shore Line Route

The New York, New Haven & Hartford Railroad was, in its day, New England's largest and most important railroad company. Compared to better-known railroads such as the Pennsylvania, New York Central, Santa Fe, or Union Pacific, the New Haven was a small company. At the height of its expansion in the early years of the 20th century, the New Haven Railroad operated just over 2,000 route-miles of track. However, the New Haven served the heavily urbanized and densely populated states of Massachusetts, Connecticut, Rhode Island, and New York. Because of this, the New Haven was an extremely passenger-oriented railroad with a timetable and equipment roster out of all proportion to its size. Additionally, the New Haven remained an unusually passenger-oriented railroad from its incorporation in 1872 until the end of its corporate existence as a result of the Penn Central takeover effective January 1st 1969.

Nearly 70 percent of the New Haven's revenue came from its passenger operations during the 1870s. By the late 1960s, highway and airline competition had essentially killed off the railroad passenger business. However, even at this late date nearly 40 percent of the New Haven's revenue still came from its passenger trains. In fact, the New Haven continued to offer hourly passenger trains in both directions between Boston and New York City to the bitter end.

The New Haven was the last New England-based railroad to operate intercity passenger service. Unlike other railroads across the country, most of which drastically cut back or completely abolished their passenger service during the 1950s and 1960s, something on the order of two-thirds of the New Haven's total train miles continued to be accounted for by passenger trains all the way up through the end of its corporate existence. In fact, the only railroad in America that consistently had a greater ratio of passenger revenue to freight during the modern era was the nearly all-commuter Long Island Railroad.

The New Haven was perhaps best known for having operated a large number of named luxury trains such as the *Gilt Edge*, the *Merchants Limited*, and the *Yankee Clipper* along its famous "Shore Line Route" main line, which hugged the coast of Long Island Sound for much of the distance between Boston and New York City. However, the New Haven was also famous for the extremely high standard of food service presented on board its trains. In fact, during the general decline of railroad passenger service after World War Two that led to the establishment of Amtrak, the New Haven was the only railroad in America that still boasted of earning a profit from its food service operations. The food served on board the New Haven's trains was so good that many people actually took short trips on the railroad just to "eat out" in the dining car.

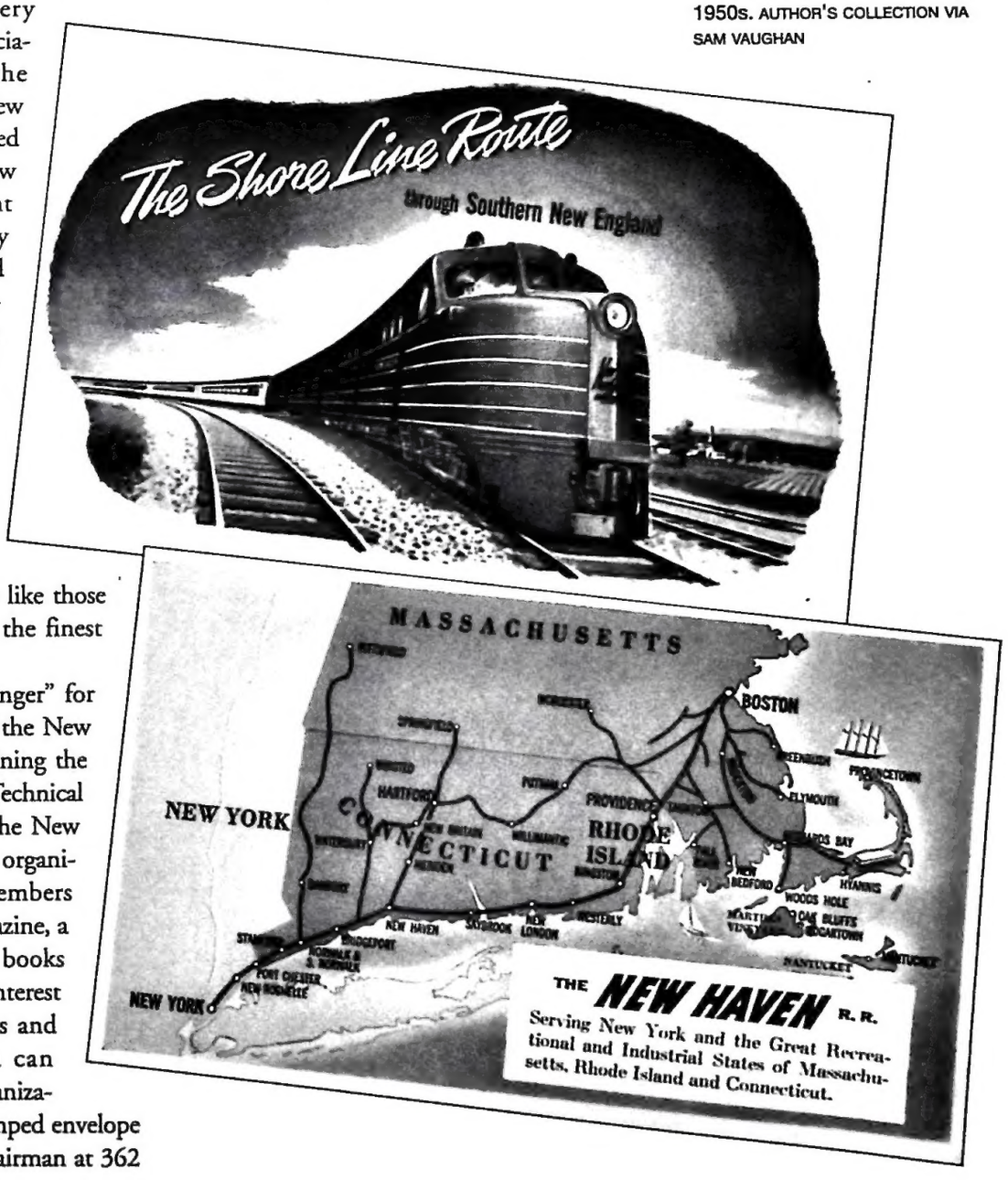
This book is actually two books in one. The first part, through Chapter 6, presents the story of onboard food service on the New Haven Railroad. The second part, in Chapter 7, presents some of the actual recipes that were used on the New Haven's passenger trains. Meals prepared in

Preface

your home following these recipes will provide you with genuine railroad cuisine indistinguishable from that which was served on the New Haven Railroad when train travel was at its finest.

The New Haven worked very hard to maintain a close public association between the railroad and the unique culture and traditions of New England. The New Haven considered itself to be the front door to the New England region and this sentiment was reflected in the slogan, "The Key to New England," that it often used in its advertising. Strong New England themes, particularly those that invoked the region's colonial and Revolutionary War heritage, were often used to promote the New Haven's passenger service. Consequently, New Haven menus presented passengers with a selection of traditional New England dishes as well as upscale gourmet foods like those one would expect to be served in the finest restaurants.

If this book gives you a "hunger" for learning more about the history of the New Haven Railroad, please consider joining the New Haven Railroad Historical & Technical Association. This group has been the New Haven Railroad's official historical organization since 1962. NHRHTA members receive the quarterly *Shoreliner* magazine, a periodic newsletter, and access to books and many other special items of interest to New Haven Railroad historians and enthusiasts. To learn how you can become a member of this fine organization, send a large self-addressed stamped envelope to the NHRHTA Membership Chairman at 362 High Street, Milford, CT 06460. Alternatively, NHRHTA membership information and an application form are available on the Internet at www.nhrhta.org.



New Haven Railroad Shore Line Route travel advertising folder from the late1940s/early 1950s. AUTHOR'S COLLECTION VIA SAM VAUGHAN

Dining on the Shore Line Route

1

The Origins of Railroad Food Service

Many people are surprised to discover that railroad passenger service in America has a pedigree that extends as far back as the 1830s. Railroading, like most things, was not introduced in a fully developed form. The railroads and the various services they provided evolved over a period of time.

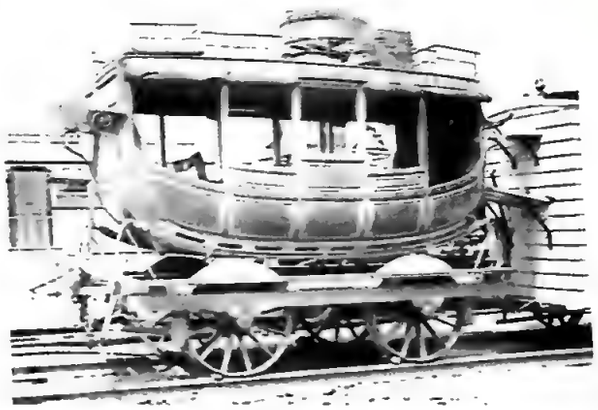
The earliest railroad passenger cars were literally horse-drawn stagecoaches that had been fitted with flanged wheels. It is because of this stagecoach heritage that the basic type of railroad passenger car is still called a "coach" today. Early railroad passenger cars offered few creature comforts for the hardy people who rode them. In the early days of railroading, the railroads were narrowly focused on providing basic transportation only. Consequently, passenger cars were furnished with only the bare essentials necessary for moving people from one point to another. During the era when upholstered seats were a luxury, passenger cars were not equipped with things as seemingly basic to their intended purpose as heating or lighting systems. Persons who traveled by train during cold weather were expected to bring their own blankets or quilts. Those who desired illumination after dark were expected to bring their own candles or lanterns.

For the most part, the early railroad companies expected passengers to bring along everything they might require to satisfy their comfort and other needs during train trips. Of course, passengers were expected to provide their own refreshment on long trips. Many passengers brought food and drink to consume en-route while others ate heavy meals prior to departure. Still others, perhaps fearing motion sickness, chose to fast until they arrived at their destination.

As time went on and train travel became more established, it became common for townspeople or vendors to make the rounds of the passenger cars during scheduled stops selling fruits, nuts, sandwiches, drinks, and other simple hand-held fare. Thus, provided they brought enough money, passengers no longer had to carry food and drink with them from home. Many restaurants eventually sprung up at or near stations, often in conjunction with hotels, and the railroads often scheduled longer than normal stops during meal times to give passengers an opportunity to get off the train and have something to eat.

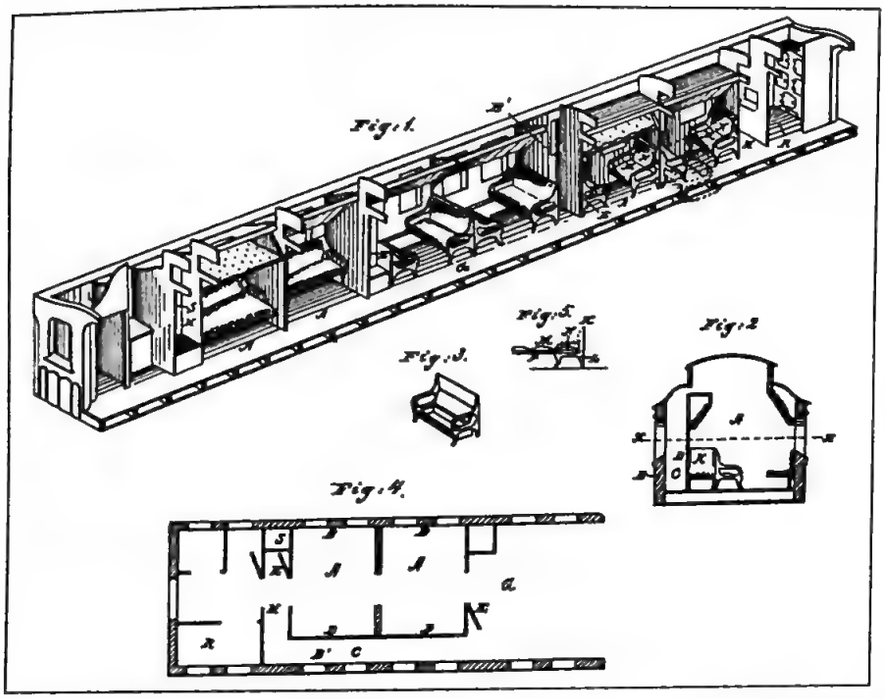
For the most part, feeding passengers was not a priority for the railroads during the early days of railroading because the distances traveled and the duration of time spent on board the trains of that era were fairly short. Before long however, the distances covered by trains and the duration of time people spent on board them increased to such an extent that the need for passengers to eat en-route had to be addressed in a more organized fashion.

The Baltimore & Ohio Railroad is often credited with having served the first meal on board a moving passenger train. The occasion of this historic meal was a special train operated on November 3rd 1842 to take the railroad's president and board of directors on an inspection trip over the newly completed line between Hancock and Cumberland, MD. The railroad arranged for the City Hotel in Baltimore to cater a traditional English meal of cold meats called a "cold collation" that was served en-route to the VIP passengers by waiters from the hotel restaurant in a baggage car that had been temporarily furnished with wooden tables and benches.

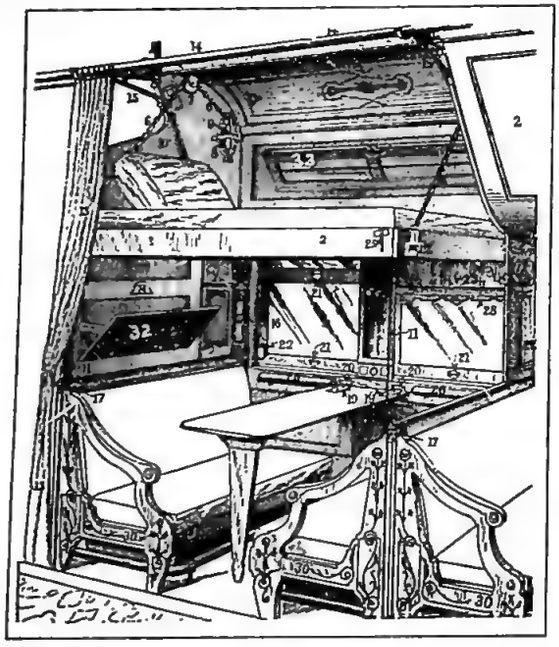


FACING PAGE: The interior of the early Pullman hotel car *City of Boston* was depicted in the July 1869 issue of *Engineering*. Note the dining tables set between the day-seats in the lower berths in the illustration entitled "dining room." The same compartment is shown as it appeared between meal times with the dining tables folded and stowed away in the illustration entitled "saloon." AUTHOR'S COLLECTION

ABOVE: This stage coach-like passenger car, one of six built for the Boston & Providence Railroad in 1835, demonstrates the primitive conditions facing the earliest railroad passengers. GEORGE VOTAVA, J.W. SWANBERG COLLECTION



ABOVE: On April 27th 1869 George M. Pullman registered mechanical drawings of the hotel car *President* with the United States Patent Office. The Patent Office granted Pullman patent number 89538 for his revolutionary idea, the very first railroad passenger car fitted with a kitchen capable of cooking meals to order. AUTHOR'S COLLECTION



RIGHT: This diagram from the 1879 edition of the *Car Builder's Dictionary* shows the features of a typical hotel car berth. Note the folding dining table shown in its deployed position between the lower berth's seats.
AUTHOR'S COLLECTION

During 1862 the Philadelphia, Wilmington & Baltimore Railroad, a predecessor of the famous Pennsylvania Railroad, converted a pair of coaches into what many historians consider to have been the first true food-service passenger cars. The railroad's shop forces partitioned each coach into two sections, one section containing smoker seating and the other a dining compartment. A small food preparation area surrounded on all sides by a high wooden counter was built into the center of each dining compartment. In service, passengers stood at the counter to order and consume their meals. The food preparation areas of these cars were not equipped to cook food to order. However, iron steam boxes were provided to warm pre-cooked meats and other foods.

The food serv[illegible] board the ea[illegible]rs of the Baltimore & Ohio, the Philadelph[illegible] Wilmington & Baltimore, and other pionee[illegible]g railroads was procured from local catering firms, restaurants, or hotels and loaded on the trains fully cooked and essentially ready to serve. In 1867, George M. Pullman, who had achieved great fame for his revolutionary sleeping cars, built the first railroad car that was fully equipped and staffed to cook meals to order en-route. The *President*, the first of many subsequent hotel cars, was equipped with standard Pullman style sleeping car berths that could be converted into plush seats for day travel. Additionally, the *President* was furnished with a compact but fully equipped kitchen staffed by professional cooks. Passengers riding on board the *President* were served by the car's porter on folding wooden tables that were set up at their seats at meal times.

The Pullman Palace Car Company, which operated Pullman equipment for railroads on a contract basis, put the hotel car *President* into service on Canada's Great Western Railroad. The *President* immediately proved to be a great success with the traveling public and Pullman went on to build many more hotel cars. Indeed, similar hotel cars were later built by Pullman competitors such as the Wagner Palace Car Company.

The popularity of the food service provided on the first two hotel cars, *President* and *Western World*, inspired Pullman to design and build the first true dining car just one year later in 1868. Legend has it that some of Pullman's wealthy guests, who otherwise appreciated being able to enjoy fine dining en-route, felt that eating in the same compartment that they slept in, as tenement dwellers did, was beneath their dignity.

Pullman named his revolutionary dining car *Delmonico* in honor of the finest restaurant in New York City at that time. Unlike the hotel cars, which were furnished with living spaces as well as with a kitchen, the *Delmonico* was only equipped for the preparation and serving of food. In other words, the *Delmonico* was specifically designed for no other purpose than to be a rolling restaurant. The Pullman Palace Car Company put the *Delmonico* into service on the Chicago & Alton Railroad.

The *Delmonico* differed from most later dining cars in that the kitchen was positioned in the very center of the car with the dining room on one side of the kitchen and a lounge on the other. The vast majority of dining cars put into service after the *Delmonico* were fitted with the

kitchen at one end of the car, providing space for a larger dining room. Some early diners were fitted with a small stand-up bar at the kitchen end of the car. In keeping with the mores of the Victorian era, these small bars were not considered appropriate places for women passengers to visit.

The luxuriously appointed *Delmonico* created a public sensation. Passengers loved it. However, the railroads were initially slow to accept Pullman's latest innovation. For many years after the introduction of the dining car, most railroads chose to operate the more versatile hotel cars or continued to make scheduled meal stops instead. In general, the railroads were skeptical of the dining car's long-term profitability, a skepticism that would eventually prove to have been well founded in the vast majority of cases. Additionally, there was some reluctance among railroad managers to enter what they considered to be the restaurant business.

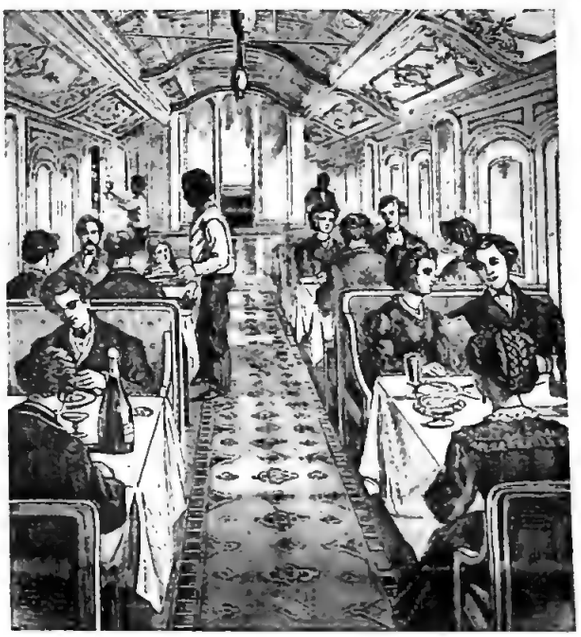
Dedicated dining cars like the *Delmonico* were expensive to purchase, staff, and stock. Unlike hotel cars, which were occupied by paying passengers at all times, dining cars did not have passenger accommodations and were only useful for the preparation and serving of meals. Dining cars were typically under-patronized or had to be removed from trains during other than the traditional breakfast, lunch, or dinner hours. Additionally, dining cars required frequent cleaning and restocking. Despite the fact that the Pullman Palace Car Company and its competitors offered to provide dining car service to the railroads on a contractual basis, sometimes at no cost, many railroad managers did not want to deal with the logistical and scheduling problems of running diners over their lines.

Another important factor in the early resistance of the railroads to the use of dining cars was the fact that the small steam locomotives in service at the time of the dining car's introduction required coal and water stops at approximately one-hundred-mile intervals. Considering the relatively slow train speeds of that time, it was a simple matter for railroad managers to schedule locomotive servicing stops to coincide with meal times and let the passengers feed themselves at local hotels and restaurants. Often these establishments were operated by the railroads, rented space from the railroads, or kicked back a percentage of the profits taken from passengers to the railroads.

Dining cars were resisted to such an extent by the railroads that up through 1881 dining car service was only available on a few lines running west of Chicago. Later that year, the Baltimore & Ohio became the first railroad company to offer dining car service east of Chicago. Despite the railroad industry's general reluctance to commit itself to operating dining cars during the decade immediately after their introduction, dining cars, whenever they were available, proved to be extremely popular with passengers.

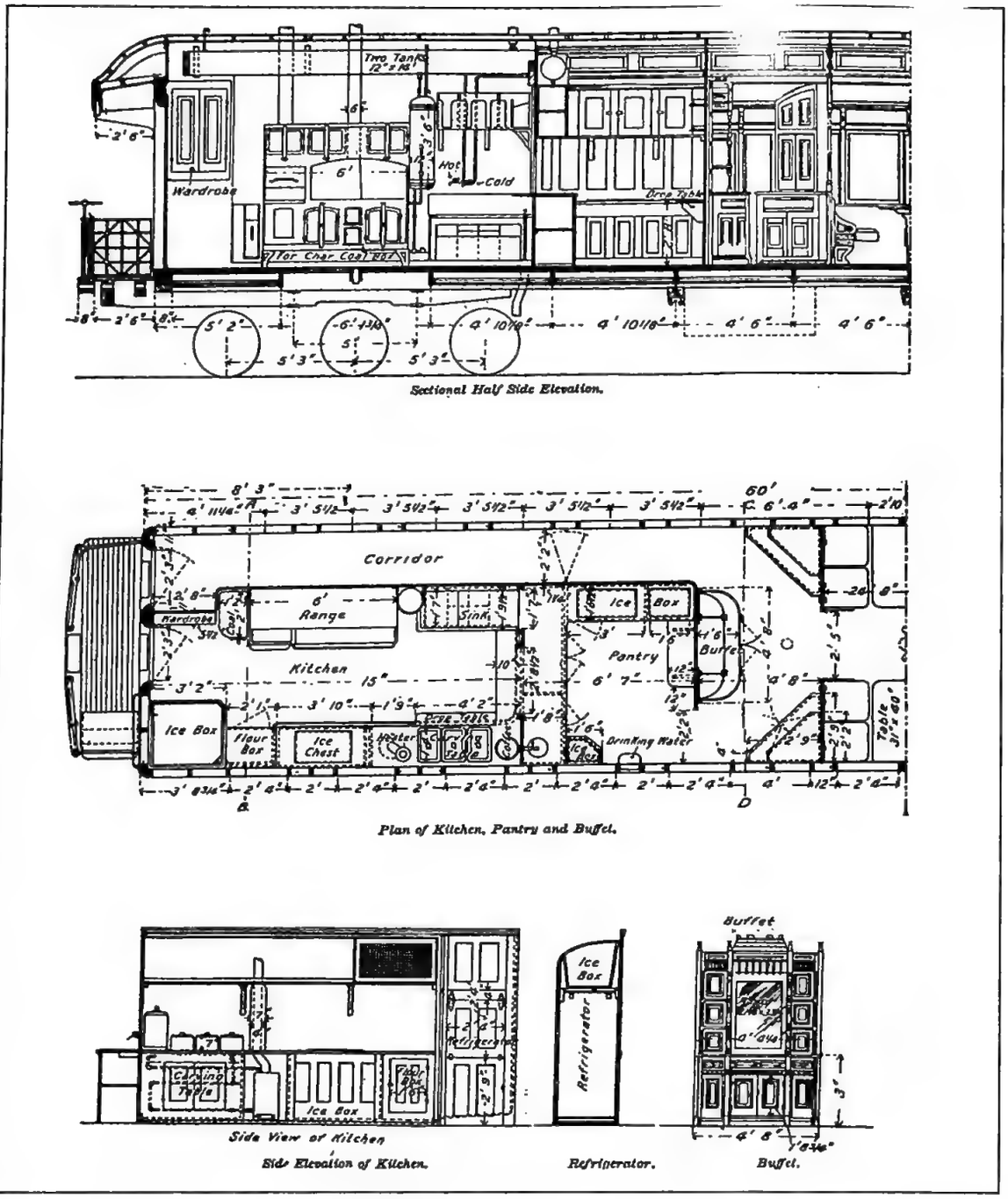
Much to the dismay of railroad passenger traffic managers during the 1870s and 1880s, people who had been exposed to dining cars elsewhere would subsequently accept no substitutes. The introduction of dining car service on one of several directly competing railroads typically siphoned off enough passengers that the other companies were forced to add diners to their trains to remain competitive. In an effort to prevent this situation from occurring in the first place, some railroads pledged to refrain from using dining cars if all other competitors agreed to do the same. However, such promises were often broken, resulting in some cases to dining car service warfare between one or more railroads with cutthroat price competition leading to huge losses.

Over time, passenger demands and the pressures of competition transformed the railroad's initial indifference and outright hostility to



LEFT: This depiction of the dining compartment of an early Pullman diner, perhaps the *Delmonico* itself, was published in the March 1871 issue of *National Car Builder*. AUTHOR'S COLLECTION

BELOW: This cut-away drawing of a typical early dining car was published in the 1879 edition of the *Car Builder's Dictionary*. Note the stand-up bar positioned at the end of the car opposite the dining room. AUTHOR'S COLLECTION

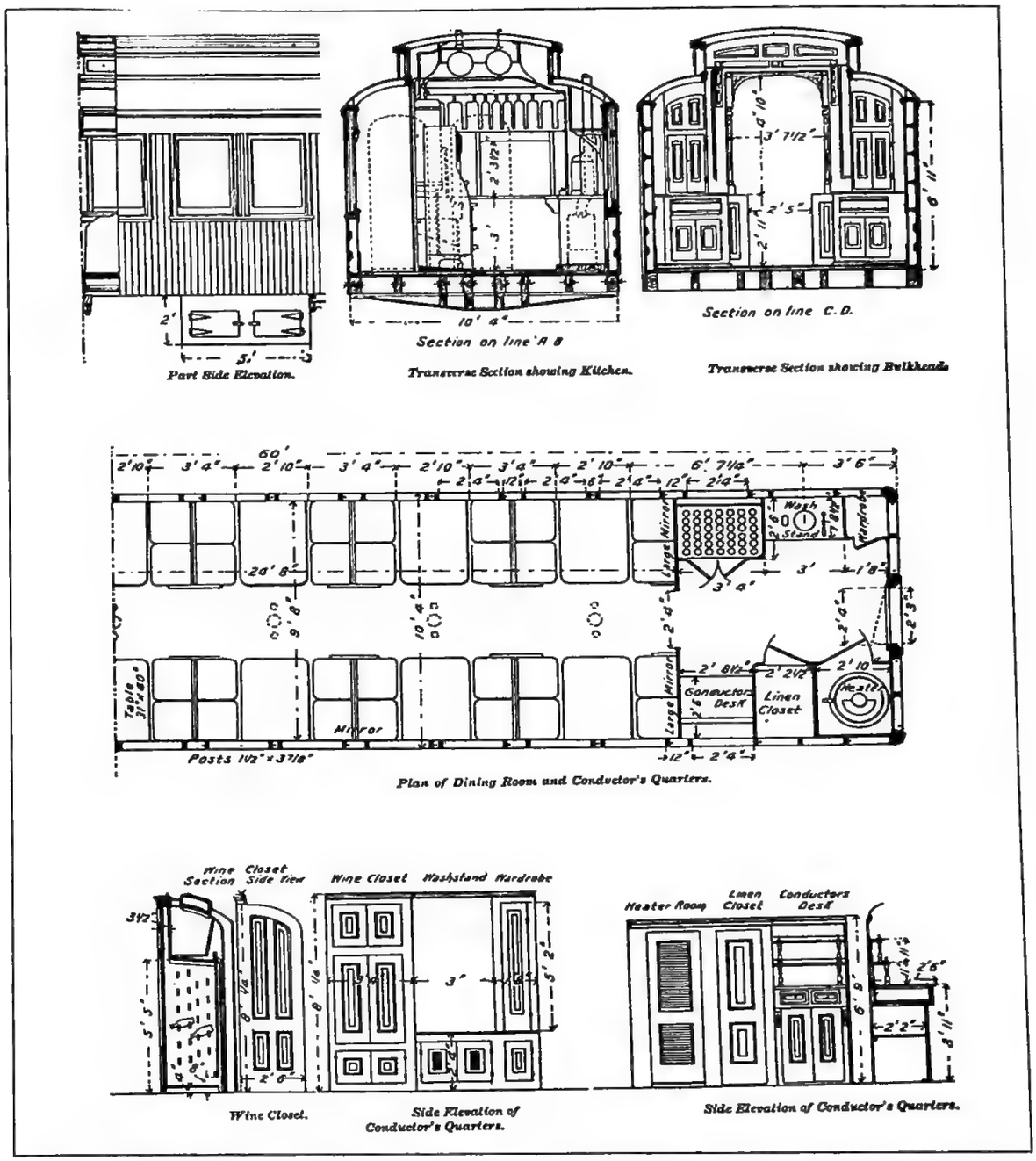


Schematic diagrams showing the interior arrangement of the kitchen end of a typical late 19th century dining car from the 1895 edition of the *Car Builder's Dictionary*. The cramped kitchen and pantry arrangement seen in these diagrams would remain nearly unchanged on diners built throughout the first half of the 20th century.
AUTHOR'S COLLECTION

the dining car into a headlong rush to add dining car service to trains during the 1880s. As a result, every major passenger-carrying railroad in America was operating diners or other equipment offering refreshment service on long-distance trains by the middle of the 1890s.

By the turn of the century, the railroad dining car had metamorphosed from a novelty into an institution. Despite the fact that most railroads lost money on their dining cars right from the start (even Pullman stopped operating its own diners in 1902) on-board food service proved to have such an enduring and substantial goodwill value that the railroads typically charged the losses off as advertising or promotional expenses. In fact, many railroads took a strange sort of pride in operating the finest possible dining service at a loss. The belief was that a shipper who ate a high quality meal on a dining car would be reassured that his goods were treated equally well on the railroad's freight trains. Thus, dining car service, even when operated at a loss, provided an opportunity for freight shippers to "sample" the railroad's overall commitment to service.

Early dining cars offered a surprising variety of foods and it was not unusual for a typical 19th century dining car meal to include twelve or more courses. Up through the early years of the 20th century it was not unusual for a complete meal in the dining car to cost seventy-five cents or a dollar. Although this may seem like a pittance to pay for a multiple course gourmet meal



Schematic diagrams showing the interior arrangement of the dining room end of a typical late 19th century dining car from the 1895 edition of the *Car Builder's Dictionary*. In most dining cars, the tables were fitted with drop-leaves making it possible to set tables for two guests rather than four. Typically, the tables on one side of the car were set up for seating two guests and the other side for seating four. AUTHOR'S COLLECTION

including soup, salmon, pheasant, oysters, rice croquettes, roast beef, turkey, antelope steak, potatoes, peas, mince pie, ice cream, and coffee it must be understood that dining car prices were typically in line with the prices charged in the best restaurants of the era. During the late 19th century a dollar was a typical workman's daily wage. Thus, it becomes apparent that the railroad dining car, at least in its early incarnation, was not intended for the common man.

The first true railroad dining car, the *Delmonico*, was named after a famous restaurant in an effort to give the new car and the service it provided an aura of class. In later years, the public came to hold the quality of railroad food service in such high esteem that many restaurants were themselves designed to look like railroad dining cars. These roadside "diners" have in recent years become beloved institutions themselves. However, they all owe their charm to the glory years of railroad food service.

Throughout the first half of the 20th century, the Dining Car Departments of the biggest and most important railroads in America actively competed against each other in the manner of the finest restaurants to offer passengers the best meals in the most genteel settings possible. As the premier railroad company operating in the densely populated and highly cultured region of southern New England, the New Haven Railroad was at the forefront of this competition.

Dining on the Shore Line Route

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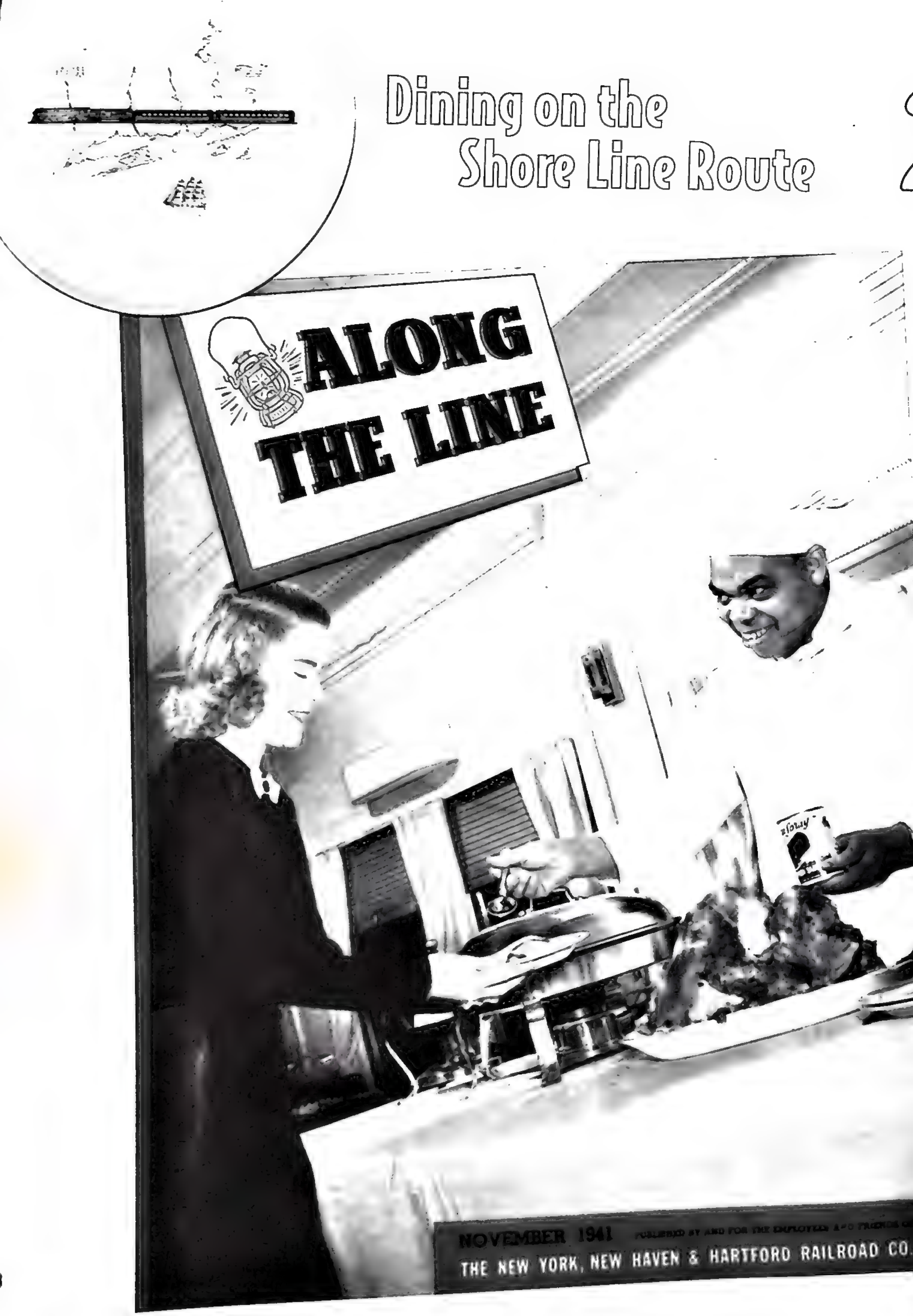


Food Service on the New Haven Railroad

Although it was not actually a food service, the very first refreshment to be offered to passengers on board New Haven Railroad trains was drinking water. From its earliest years, the New Haven had employed "water boys" who dispensed glasses of water to passengers. At first, the water supply was kept in the baggage car and the boys carried full glasses of water through the train in round wire baskets. Later, the boys were furnished with large tin watering cans equipped with holders capable of carrying several empty glasses. Thus, spillage was kept to a minimum. Although the water was provided free of charge, it was considered good form for passengers to tip the water boy with a penny.

By the end of the 19th century, the New Haven had equipped most of its intercity passenger cars with a water tank and a shared drinking glass so that passengers could serve themselves. The water glasses, which were marked with the railroad's initials, had rounded bottoms to discourage pilferage. The round bottom made it impossible to set these water glasses down on a table, making them impractical for home use. In 1907, a medical doctor named Samuel Crumbine, the Secretary of the Kansas State Board of Health, discovered that shared railroad water glasses were an important contributing factor to the spread of tuberculosis. Dr. Crumbine began a crusade to outlaw the shared railroad water glass. Thus, all shared water glasses were replaced on New Haven trains with disposable single-service paper cups during April 1912.

The New Haven probably offered its earliest on-train food service through contracts with the Pullman Palace Car Company, the Wagner Palace Car Company, the Allen Hotel Car Company, the Monarch Parlor-Sleeping Car Company, and the Mann's Boudoir Car Company. For example, a Monarch observation car called the *Ymir*, which was equipped with a buffet, was running on the New Haven as early as 1875. Throughout the last three decades of the 19th century, companies such as these specialized in providing railroads with luxurious first class passenger cars and trained crews. By contracting for food service, the New Haven was able to provide its passengers with a high quality food service operation while avoiding the considerable up-front costs of purchasing specialized equipment and the on-going expense of having to administer the service.

Contract firms continued to provide the New Haven with dining car, sleeping car, parlor car, and other first-class services until the railroad let the last Wagner Palace Car Company contract expire on October 31st 1892. For the next 20 years or so, the New Haven operated its own first-class passenger cars. The only exceptions were through cars handled via Washington, DC, over the Pennsylvania Railroad that continued to be operated by the Pullman Palace Car Company. At that time, the New Haven was one of the few railroads providing food and other first-class services using its own cars and crews.

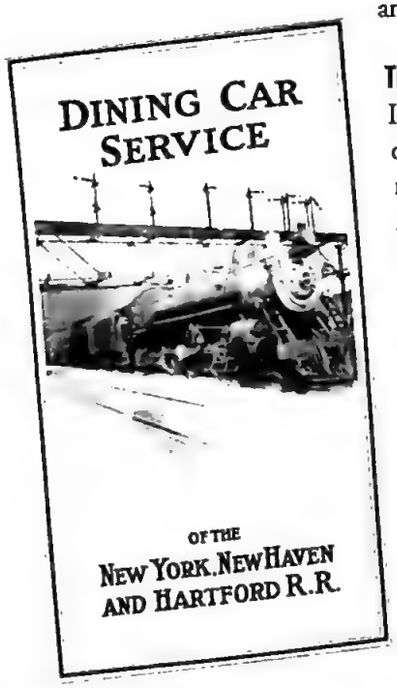
Prior to the complete consolidation of the Shore Line Route in March 1893, when the New Haven gained control over the Boston & Providence main line by leasing the Old Colony Railroad, joint operating agreements were put in place that allowed passengers to travel between Boston and New York City over several different railroads and routings without having to change trains along the way. While these joint operating agreements were in effect, the silverware used on the food service cars of through trains were marked with the name or initials of the particular route taken, such as "Shore Line" or "Boston New York Express Line," instead of with the names or emblems of the individual cooperating

FACING PAGE: Chef John Jones and hostess Rita Fitzpatrick serve up roast turkey with all the trimmings from the *Merchants Limited* buffet table. Although passenger traffic was always heavier than normal around the holidays, Thanksgiving always brought the greatest number of passengers to the New Haven Railroad. AUTHOR'S COLLECTION

ABOVE: Turn-of-the-20th century round-bottom water glass marked N.Y.N.H.&H.R.R.

BELOW: In later years, the New Haven used disposable paper water cups such as this one on board its passenger cars. BOTH, AUTHOR'S COLLECTION

railroad companies. Although no examples are known to have survived the passage of time to the present, it is possible that similarly marked china and glassware was also used on these trains.



The New Haven's First Dining Cars

It seems likely that the earliest food service on the New Haven was operated for the railroad by contract service providers. Although several companies are known to have provided food service for the New Haven at different times, the railroad's management seems to have favored the Wagner Palace Car Company prior to the establishment of the Pullman monopoly.

The New Haven did not actually operate its own dining cars until two diners were purchased in 1884. In fact, it is possible that all food service on the New Haven was provided on board hotel cars, parlor cars, smoking cars, and other first-class passenger cars prior to the introduction of these two railroad owned and operated dining cars.

TOP: The New Haven published this small brochure during the early years of the 20th century to help explain the considerable behind-the-scenes effort it took to deliver a high-quality food service to its passengers.
AUTHOR'S COLLECTION

ABOVE: Dining car No. 2303, named *Bronx*, is a typical New Haven diner of the 1890s.
NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION VIA DAVID PETERS SR.

The New Haven's first dining cars were primarily assigned to through trains running between Boston and New York City over the Shore Line Route when they were initially put into service. To get the most utilization out of the two diners, the New Haven typically cut them in and out of many trains during meal times, a practice that the railroad continued in later years even after more diners were put on the roster.

One diner was often scheduled in such a way that it could be dropped off in the city of New Haven, CT, to make a lunchtime trip to Worcester, MA, via Willimantic, CT, in cooperation with the histor[illegible]ew York & Ne[illegible]land Railroad. The diners were usually [illegible]ained between meal hours to be cleaned and restocked.

Other Early Dining Cars On The New Haven

Many more diners followed the first two pioneering cars into service on the New Haven Railroad. By the first decade of the 20th century, the New Haven had 15 dining cars in operation and was serving its passengers more than a half-million meals per year.

The New Haven's earliest dining cars were of all-wood construction. Typically, they were painted dark green with gold or silver lettering and pin striping. The railroad's full formal corporate name, "New York, New Haven & Hartford", was centered on the letterboard over the windows. The car's number was located on the four corners of the car over the trucks. The designation "Dining Car" was placed on the sides of the car, centered under the windows. Many of the New Haven's earliest diners were named after cities and towns along the line such as *Bronx*, *Niantic*, *Norwich*, and *Springfield*. The names of early diners were positioned below the word "Dining Car." Sometimes lettering was applied using three-dimensional letters and numbers made of cast metal, a practice that made the lettering easier to maintain despite the frequent stripping and varnishing required to keep wooden cars presentable in the days before long-lasting synthetic enamel paints came into use.

The interiors of the New Haven's early dining cars were typically decorated with highly polished decorative woodcarvings and paneling in the manner of fine Victorian establishments. The interior woodwork was often trimmed with elaborate striping and filigree. Typically, lamps and other fixtures were highly polished brass. Passengers ate their meals in high style using fine china, crystal, silver plate, and linens while they watched the countryside go by through elegant arched windows capped with brilliantly colored stained glass artwork.

The New Haven's earliest dining cars, as well as all its other early passenger cars, were originally illuminated with whale oil, kerosene, or gas lamps. Candles were sometimes placed on dining car tables, not so much for illumination but as a touch of elegance.

The highest-class luxury intercity passenger trains that operated over the New Haven's Shore Line Route main line during the late 19th and early 20th century, such as the *Bay State Limited*

or the *Knickerbocker Limited*, were usually composed of a baggage-parlor car followed by regular parlor cars and stateroom cars with a buffet-parlor-observation-smoking car at the very end. Even those intercity trains that did not carry the prestigious buffet-parlor-observation-smoking cars typically carried one or more buffet-parlors, buffet-smokers, or buffet-sleepers that offered onboard food service.

Although the New Haven's many turn-of-the-century buffet cars were well equipped for light refreshment and beverage service, a full dining car was typically added to all major intercity trains during breakfast, lunch, and dinner times. The early diners were often cut in and out of several different trains during the day for maximum utilization. Typically they were cut in or out of Shore Line Route trains at the Boston, New London, New Haven, Stamford, or New York City terminals. The first regularly scheduled passenger train on the New Haven Railroad to have a dining car assigned to it for its entire run was the *Gilt Edge*, which commenced operation on the Shore Line Route between Boston and New York City on June 25th 1888. In later years, many of the New Haven's finest trains carried diners or grill cars for the entire trip.

The Earliest New Haven Railroad-Specific China Patterns

It is likely that the earliest china used on board diners and other food service cars running over the Shore Line Route were stock patterns that had no railroad-specific markings. Numerous broken articles of 19th century dinnerware, of both light and heavy composition, decorated with a variety of colorful floral patterns but having no railroad identification, have been dug up out of the ground in New Haven, CT, in an area of the coach yards that was traditionally used for cleaning passenger cars. Extremely old china in the famous Blue Willow pattern, again with no railroad markings, has also been dug up in the coach yards at New Haven, CT.

There is evidence that the earliest food service car china patterns that were specific to the New Haven Railroad, in other words marked with the New Haven's name or monogram, were those china patterns known to collectors today as "Narragansett" and "Shore Line". The Narragansett and Shore Line patterns went into service on New Haven food service cars during the early years of the 20th century.

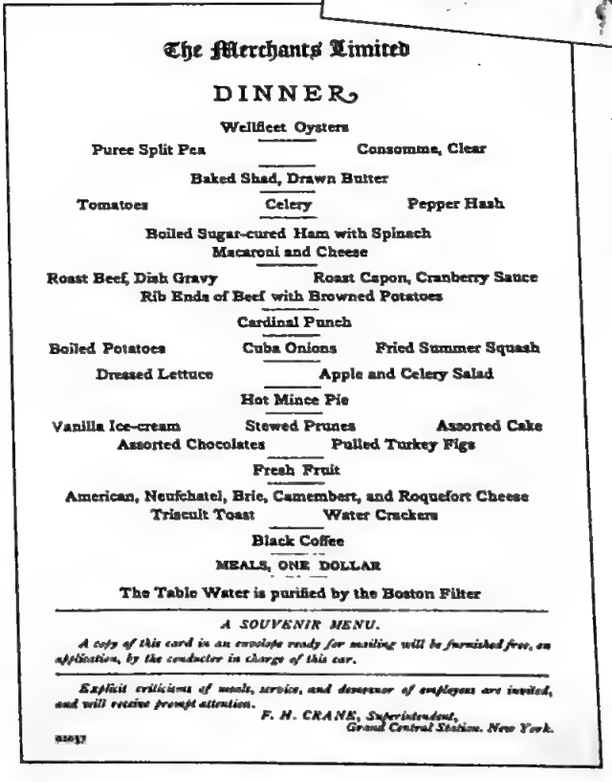
The Narragansett pattern china was made by the Onondaga Pottery Company. This china

Silver-plated creamer made by the Gorham Company dating from the earliest years of dining car service on the New Haven. Note the prominent "Shore Line" marking on the side. This creamer would have been used on trains operating between Boston and New York City over the Shore Line Route during the 1880s and 1890s. DR. JOSEPH D. CERRETO COLLECTION

was white in color and decorated with a blue pinstripe that bracketed the railroad's traditional "New York, New Haven & Hartford" script monogram.

The Shore Line pattern china was made by the Greenwood Pottery Company. This china was also white, but decorated with a green pinstripe that bracketed a different variation of the New Haven's script monogram.

The New Haven actually used a third china pattern that was decorated with yet another variation of the railroad's monogram. The exact usage of this rare china, which is known to collectors as the "Script" pattern,



The Merchants Limited

DINNER

Wellfleet Oysters

Puree Split Pea — Consomme, Clear

Baked Shad, Drawn Butter

Tomatoes — Celery — Pepper Hash

Boiled Sugar-cured Ham with Spinach
Macaroni and Cheese

Roast Beef, Dish Gravy — Roast Capon, Cranberry Sauce
Rib Ends of Beef with Browned Potatoes

Cardinal Punch

Boiled Potatoes — Cuba Onions — Fried Summer Squash

Dressed Lettuce — Apple and Celery Salad

Hot Mince Pie

Vanilla Ice-cream — Stewed Prunes — Assorted Cake
Assorted Chocolates — Pulled Turkey Figs

Fresh Fruit

American, Neufchatel, Brie, Camembert, and Roquefort Cheese
Triscuit Toast — Water Crackers

Black Coffee

MEALS, ONE DOLLAR

The Table Water is purified by the Boston Filter

A SOUVENIR MENU.

A copy of this card in an envelope ready for mailing will be furnished free, on application, by the conductor in charge of this car.

Explicit criticisms of meals, service, and demeanor of employees are invited, and will receive prompt attention.

F. H. CRANE, Superintendent,
Grand Central Station, New York.

Turn-of-the-20th century dining car menu with Boston's South Station featured on the cover. This may have been one of the earliest *Merchants Limited* menus. DON AND MARGO CONSTANTINEAU COLLECTION

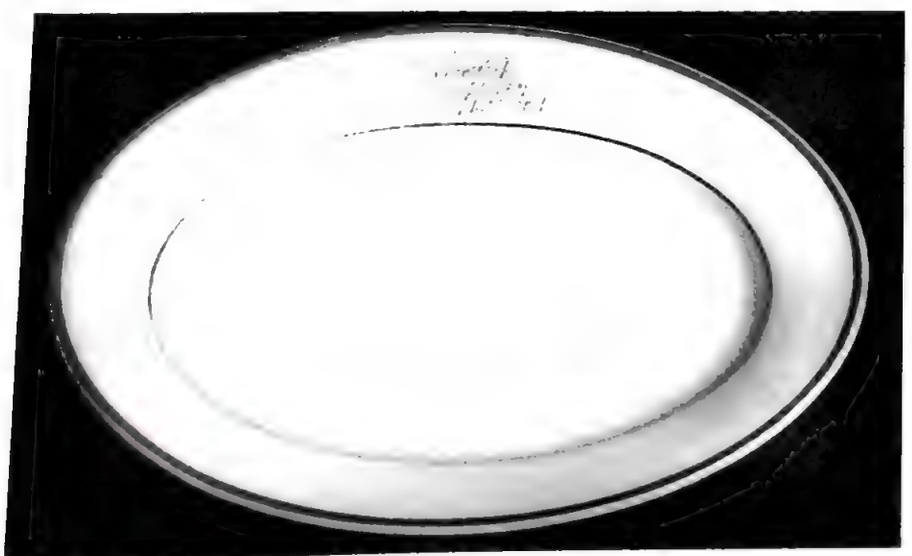
All-wooden dining car 2311 was built by the Wason Car Company in 1904 and is seen here, very late in its career, at Pittsfield, MA. BOB'S PHOTO

The oldest marked New Haven china pattern is probably Narragansett, Luckin NH-6. Each piece is marked with a circular blue script monogram on the top or side, depending upon its shape. RICHARD W. LUCKIN COLLECTION

The Shoreline pattern, Luckin NH-11, is decorated on the top or side with an elongated green variant of the New Haven's script monogram. RICHARD W. LUCKIN COLLECTION

BELOW: The Script pattern, Luckin NH-10.1, is decorated on the top or side with an elongated gold script monogram. The delicate over glaze gold decoration tended to wear off with normal use. MICHAEL SULLIVAN COLLECTION

remains somewhat of a mystery today. Script pattern articles were made from ivory colored china. Each piece was decorated over the glaze with metallic gold pinstripes and a large script monogram. There is evidence that the Script pattern was produced by Lamberton after 1923 but this is uncertain.



With its metallic gold decoration, Script china has an expensive appearance. Taken together with its extreme rarity, it is possible that the script pattern was used on the *Merchants Limited.* Another theory is that Script china was used to stock the original *Yankee Clipper* in 1930. Some collectors believe that the Script pattern was used on business cars. Regardless of how it was used, very few examples of Script china are known to survive today.

The Train Boys

The New Haven employed so-called "train boys" or "sandwich men" who walked through the coaches on Shore Line Route trains selling simple inexpensive foods such as wrapped sandwiches, candy, potato chips, orange juice, and milk that were dispensed from hand-held baskets. The train boys, and this was the official New Haven term for these men, were actually Dining Car Department employees, not concessionaires, who were administered from offices in the passenger stations at Providence, RI, and the city of New Haven, CT. The New Haven's employment of train boys probably extended well before the turn of the century. Certainly, concessionaire "butchers" sold refreshments on the passenger trains of the New Haven and its predecessors long before there were dining cars.

The New Haven's train boys worked the coaches of trains running between Providence and New York City only. The famous Union News Company had an agreement with the railroad that gave Union News butchers the exclusive right to work the coaches of trains running between Boston and Providence. Typically, the Providence train boys would work the trains between Providence and the city of New Haven and return. On occasion they only worked

between Providence and New London, CT. The train boys administered out of New Haven's Union Station would work the trains between New Haven and Grand Central Terminal or Penn Station and return.

Sandwiches were usually prepared for the train boys by the station restaurants at Providence and New Haven. Unlike most other station restaurants on the New Haven Railroad, which were operated by concessionaires, these two restaurants were operated by the New Haven Railroad Dining Car Department up through the late 1940s. Sandwich preparation provided something for the restaurant workers to do during the slack periods between mealtimes. Candy, potato chips, soda, and other such items were issued to the train boys from Dining Car Department commissary stocks. On those occasions when train boys worked on trains that had a dining car the dining car crew was often tasked to furnish them with sandwiches.

Malcolm Little, a.k.a. Malcolm X, was once employed by the New Haven Railroad Dining Car Department. He worked as a dining car dishwasher and train boy between 1941 and 1943, long before he became involved with the Nation of Islam and the Black Power movement.

The New Haven's First Steel Dining Cars

By the end of the first decade of the 20th century, the New Haven Railroad had been brought to the brink of bankruptcy through the financial wheeling and dealing of president Charles S. Mellen and a cabal led by director John Pierpont Morgan. Short of cash and acquiescing to public and government demands to upgrade the New Haven's accident-prone fleet of wooden passenger cars, Mellen sold the railroad's sleepers and parlor cars *en-masse* to the Pullman Company on January 1st 1913.

In addition to the outright sale of these 252 cars, which brought in about 3.3 million dollars, president Mellen also contracted with the Pullman Company to operate all sleepers and parlor cars on New Haven Railroad passenger trains. The contract also stipulated that Pullman would operate all the cars used on the *Merchants Limited*. Since its establishment in December 1903, the reserved-seat, extra-fare, all-parlor car *Merchants Limited* had been the New Haven's premier passenger train.

Almost immediately, the Pullman Company provided the New Haven with a new all-steel consist for the *Merchants Limited*. The new cars were unusual in that their steel sides were scribed to simulate the appearance of wood construction. This was done to reassure those passengers who worried about being electrocuted in the event of a wreck under the New Haven's then-expanding 11,000-volt catenary system!

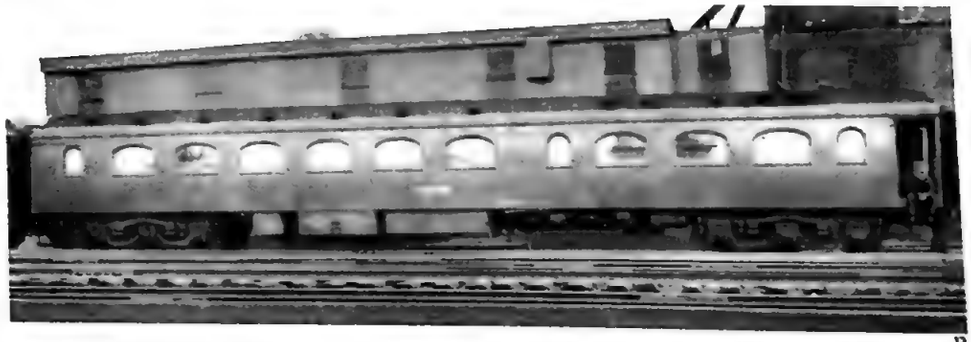
ABOVE: The New Haven's train boys sold sandwiches, drinks, and snacks to passengers in the coaches. Note the train boy's metal sandwich basket and coffee pot in this 1941 scene. NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION

ABOVE LEFT: During the 1940s, the sandwiches sold by train boys were wrapped in "glassine" paper bags marked with a picture of an I-5 class streamlined steam locomotive. AUTHOR'S COLLECTION

Pullman actually provided two identical sets of all-steel passenger cars for the *Merchants Limited* at that time because this train, like most other intercity passenger trains on the New Haven Railroad, was operated in two directions. There was a westbound *Merchants Limited* that ran from Boston to New York and an eastbound *Merchants Limited* that ran from New York to Boston. The trains departed from Boston's South Station and New York's Grand Central Terminal during the early years of the 20th century at 5 p.m. and arrived at their respective end terminal at 10 p.m. In later years faster locomotives shaved more than an hour off the *Merchants Limited's* schedule.

Pullman originally provided an all-steel dining car for each *Merchants Limited*. The two cars, Nos. 5225 and the 5226, were the first all-steel diners on the New Haven Railroad.

Dining car 5225, built by Pullman in early 1913 for the *Merchants Limited*, was one of the first two steel dining cars on the New Haven Railroad. Despite its modern all-steel construction, the scribed exterior and arched windows were intended to fool some passengers into believing that they were riding on a nonconductive wooden car. DONALD T. HAYWARD SR PHOTO, J. W. SWANBERG COLLECTION



Steel dining car 5225's interior decoration treatment emulated the appearance of earlier wooden cars. NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION VIA DAVID PETERS SR.

Pullman periodically re-equipped the *Merchants Limited* over the years to keep the train as up-to-date as possible. The Pullman Company provided another entirely new consist for the *Merchants Limited* during August 1913, the last to be styled to resemble wood construction. Pullman provided complete sets of new cars for the *Merchants Limited* during 1916, 1924, 1927, and 1930. Every car in Pullman's 1930 *Merchants Limited* consist was equipped with roller bearings.

In fact, the 1930 *Merchants Limited* was the first passenger train in America to be completely equipped from locomotive to observation car with roller bearings. Due to the Great Depression and the Second World War, the 1930 consist would be the last entirely new *Merchants Limited* until the postwar years. Naturally, diners and other food service cars were an important element of every new set of cars for the *Merchants Limited.*

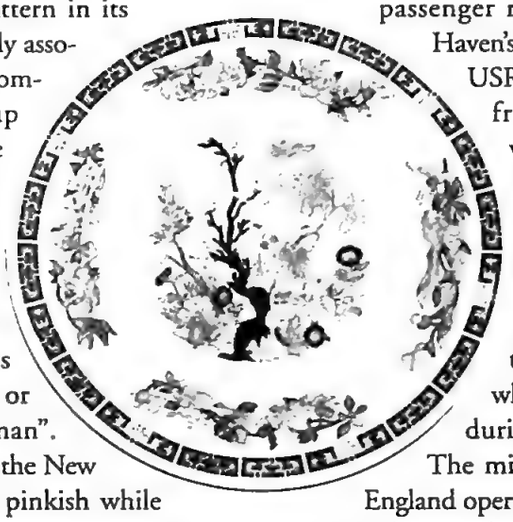
The *Merchants Limited* was extremely popular in both directions and was well patronized by prosperous businessmen and the upper crust of New England society. In fact, the *Merchants Limited* was so heavily patronized that Pullman provided each train with a second dining car during 1918. The *Merchants Limited* was the first train in America to regularly operate with two dining cars. This was done so that passengers, who paid extra to ride the *Merchants Limited*, would not have to wait in line to eat, as was typically the case on other trains. The diners used on the *Merchants Limited* were typically coupled together kitchen-to-kitchen to make it easier for the crews to pass food back and forth between the two cars.

The New Haven's Indian Tree China

The New Haven and Pullman both ran their own food service operations over the railroad's tracks after January 1st 1913. Although Pullman stopped operating its own independent dining cars after the company reorganized and changed its name from the Pullman Palace Car Company to the Pullman Company in 1902, Pullman continued to provide contract food services for many railroads on board dining cars, buffet cars, parlor cars, sleeping cars, and many other kinds of first class passenger cars. Indeed, Pullman continued to provide food service on board a few New Haven sleepers up until the end of the railroad's corporate existence as a result of being merged into Penn Central effective January 1st 1969.

Dining car 5231, later named the *Nathan Hale*, was one of the New Haven's earliest steel dining cars of truly modern design. No. 5231 and several other steel diners were built for the New Haven by Pullman during 1916 and 1917. By this time the railroad and the builder had stopped trying to emulate the external appearance of the earlier wooden cars. The 5231 is seen in this photo at the Dover Street Yards in South Boston, MA, during 1925.
J. W. SWANBERG COLLECTION VIA NORTON D. CLARK

These co-mingled food service operations may explain why the New Haven Railroad used the "Indian Tree" china pattern in its dining cars, a pattern typically associated with the Pullman Company, from about 1913 up through the late 1930s. The New Haven's Indian Tree china was nearly identical to the Pullman Company's pattern, the most significant difference being that the Pullman china was always marked on the top or side with the word "Pullman". Additionally, the flowers on the New Haven china tended to be pinkish while the Pullman china's flowers had an orange cast.



The New Haven's Indian Tree pattern, Luckin NH-3, is a white ware decorated with a brown border and arboreal designs in rich shades of green, brown, and pink. Indian Tree was a common stock china pattern that could be purchased by anyone. Most of the New Haven's Indian Tree pieces were marked with the railroad's name or initials on the back or bottom, depending upon the shape of the ware. The New Haven definitely purchased unmarked Indian Tree china, as unmarked pieces have been dug out of the ground at the coach yards in New Haven, CT, by railroad historian and archeologist David Peters.
RICHARD W. LUCKIN COLLECTION

The First World War

As mentioned previously, president Charles S. Mellen and director John Pierpont Morgan brought the New Haven Railroad to the brink of ruin by the end of the first decade of the 20th century. Mellen and Morgan spent over 200 million dollars of the New Haven's cash in a largely illegal attempt to build an integrated transportation monopoly covering all of New England. Unfortunately, nearly every enterprise that these two men sunk the New Haven's money into ultimately proved worthless.

Despite a change of management during 1913, the New Haven remained saddled with a crushing debt load and a legacy of deferred maintenance and labor problems. The New Haven's financial problems were of such magnitude that it probably would have gone bankrupt if the First World War had not occurred. By early August 1914 nearly all of Europe was at war. Although America did not actually enter the conflict until 1917, the country quickly became a major supplier of war materials to Britain, France, and the other nations fighting Germany and its allies. A significant proportion of these war materials were produced in or shipped through the New Haven's service territory, providing much badly needed revenue for the cash-strapped railroad.

America officially entered the First World War on April 6th 1917. In January 1918, concerns about the poor condition of the New Haven and other strategically important railroads caused the United States Railroad Administration (USRA) to take over the management of all the railroads for the duration of the war. In fact, the railroads remained under government control until March 1920. The USRA raised freight and passenger rates, improving the New Haven's cash flow. Additionally, the USRA shielded the New Haven from its creditors and the worst of its many problems long enough for it to begin a process of recovery.

The New Haven's vital transportation role during the First World War proved to be a dress rehearsal for what would take place later on during the Second World War. The mills and factories across New England operated at full production capacity and full employment all through the war. Many industrial plants operated multiple shifts. Boston and New York City were major ports of embarkation for soldiers and sailors heading for Europe. Consequently, the New Haven's passenger trains were filled with workers and military personnel. These abnormally high wartime passenger loads resulted in a booming business on board the New Haven's diners and other food service cars.

The First World War ended on November 11th 1918. Thus, America's active participation in the war only lasted for about a year and a half. One consequence of this relatively short duration of time at war was that the New Haven Railroad Dining Car Department did not have to deal with rationing on the order of that which would be implemented a little over 20 years later during the much longer Second World War. Although passengers aboard New Haven food service cars were constantly reminded not to waste food, kitchen grease was saved for munitions purposes, and there were occasional meatless days on the menus, for the most part foodstuffs remained plentiful throughout the First World War. This was also apparently true of other things that would be very strictly rationed during the Second World War. For example, steel remained plentiful enough during the First World War that Pullman was able to provide the New Haven with two additional all-steel dining cars for the *Merchants Limited* during 1918.

Wooden Dining Cars Are Gradually Phased Out Of Service

The introduction of all-steel equipment for the *Merchants Limited* and other trains in the wake of the 1913 deal with the Pullman Company did

Some New Haven wooden dining cars were retained for use on work trains long after they had been retired from revenue service. W-153, a turn-of-the-century wooden dining car, is seen here on a work train at Maybrook, NY, on May 4th 1947. BOB'S PHOTO

not result in the total elimination of wooden passenger cars from the New Haven Railroad. Wooden passenger equipment was gradually taken out of revenue service over many years time, with all-wood equipment being retired first and composite wood-and-steel cars being phased out later.

The New Haven took its last all-wood dining car out of revenue service in 1922. However, many composite wood-and-steel diners and other food service cars continued to be used in passenger service for many years afterwards. Some of the New Haven's all-wood dining cars were rebuilt with steel underframes at the railroad's car shops in Readville, MA, to extend their service lives.

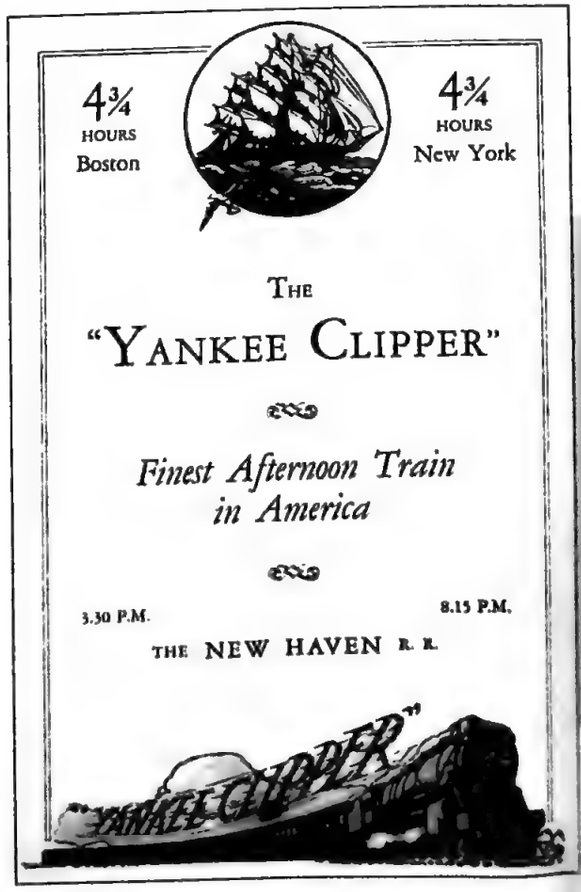
By 1925 the New Haven Railroad had 20 dining cars operating in revenue service. Eight of these cars were of all-steel construction while the remaining 12 had wooden bodies mounted on steel underframes. The New Haven removed the last of its composite wood-and-steel dining cars from revenue service in 1940.

A few composite wood-and-steel diners remained on the New Haven Railroad's non-revenue car roster up through the Penn Central merger for use on work trains. Typically, work train dining cars were used to feed repair crews working long hours clearing train wrecks.

The Introduction Of The Yankee Clipper

Although the New Haven operated a number of luxurious main line passenger trains, the reserved seat extra-fare all-parlor car *Merchants Limited* remained in a class all its own for many years after its introduction during December 1903. Then, in March 1930 the New Haven Railroad inaugurated another reserved seat extra-fare all-parlor car luxury passenger train that it called the *Yankee Clipper*. Like the *Merchants Limited*, there were actually two *Yankee Clippers* that operated in opposite directions between Boston and New York City. Originally, the *Yankee Clipper* departed from Boston's South Station and New York's Grand Central Terminal at 2:30 p.m. and arrived at its respective end terminal at 7:15 p.m. In later years, the *Yankee Clipper* departed at 1 p.m. and arrived at 5 p.m.

Although the *Merchants Limited* and *Yankee Clipper* were both very stylish trains, the *Merchants Limited* had a reputation for being a businessman's train. In fact, the New Haven operated the *Merchants Limited* much like an exclusive men's club, something that did not endear the train to many women. The *Merchants Limited's*



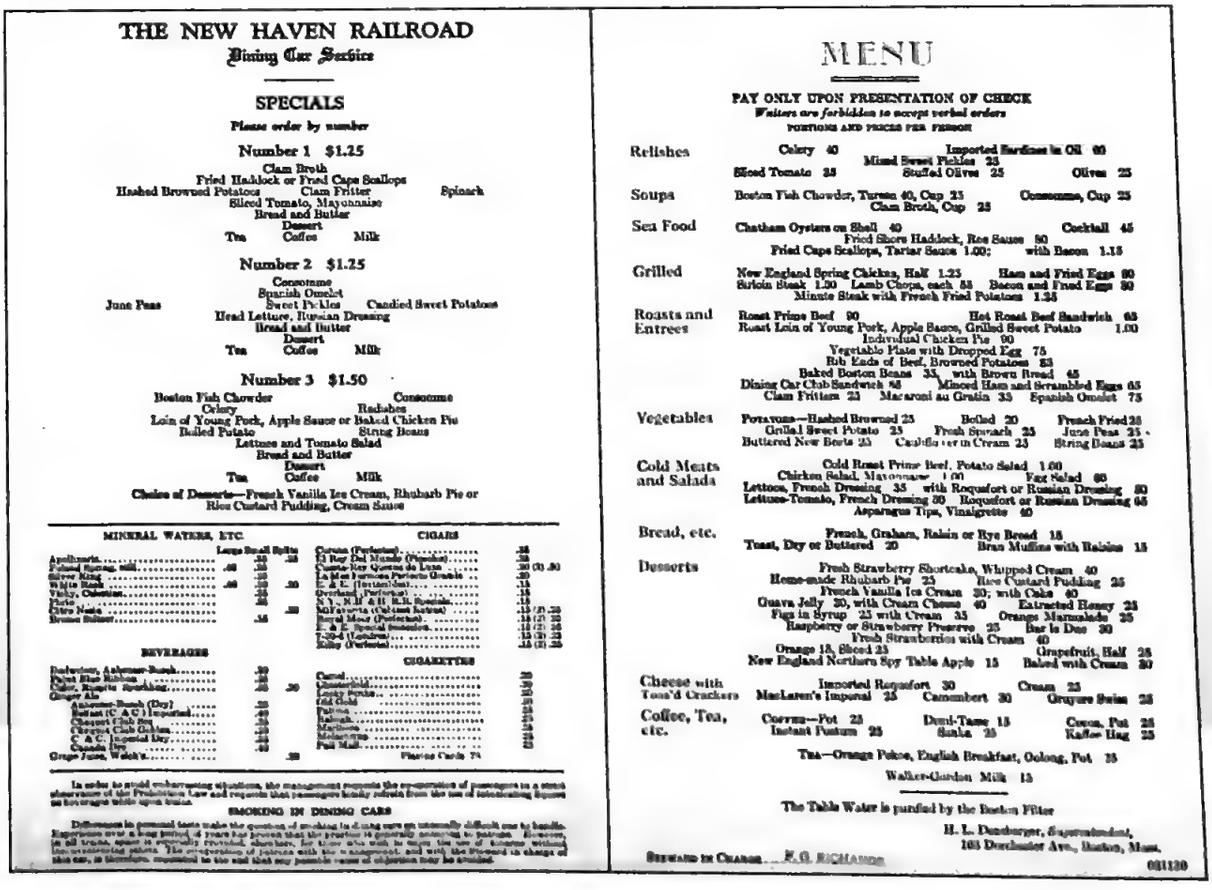
late-afternoon departure time was ideally suited for businessmen traveling to Boston or New York City at the close of business to get to their respective destination in time to get a good night's sleep before attending a business function the following morning. The earlier schedule of the *Yankee Clipper*, on the other hand, was ideally suited for persons who wanted to spend a night out on the town. For this reason, the *Yankee Clipper* tended to attract a more diverse, though equally well-heeled, clientele than the *Merchants Limited*. Perhaps the best way to describe the difference in character between the New Haven's two most elite passenger trains is that the *Merchants Limited* was a business institution and the *Yankee Clipper* was a social institution.

Two complete sets of passenger cars were built by Pullman-Standard for the new *Yankee Clipper*. Among these cars were two "deluxe" diners, the *Dreadnaught* and the *John Bertram*. These two diners were among the last heavyweight or traditionally styled (monitor roof) dining cars delivered to the New Haven Railroad.

The New Haven's public relations people dubbed the *Yankee Clipper* "The Aristocrat of Trains" and it lived up to its nickname in large part through the extremely high quality of its on-board food service. During the 1930s and 1940s, the stewards assigned to the dining cars on the *Yankee Clipper* wore tuxedos while the waiters were outfitted in white suits, black bow ties, and white shoes. Only fresh fruits and vegetables and the finest cuts of meat were put on board the train. All soups, breads, and other prepared foods served on the train were made up from scratch. In fact, for many years the New Haven Railroad Dining Car Department would not permit canned foods of any kind to be used on board the *Yankee Clipper*.

Another important aspect of the genteel *Yankee Clipper* experience was the train's afternoon tea. On every run, passengers were served an English-style afternoon tea with teacakes, crumpets, finger sandwiches, and all the other traditional *accoutrements* in the dining car or at their parlor car seats.

The "deluxe" dining car *Dreadnought*, originally purchased for the *Yankee Clipper* in early 1930, is seen here at Washington, DC, on May 28th 1949. Most of the modern heavyweight dining cars on the New Haven seated 48 guests. The "deluxe" diners *Dreadnought* and *John Bertram*, however, seated only 36 people in much greater comfort.
GEORGE E. VOTAVA PHOTO, J. W. SWANBERG COLLECTION



THE NEW HAVEN RAILROAD
Dining Car Service

SPECIALS

Please order by number

Number 1 $1.25
Clam Broth
Fried Haddock or Fried Cape Scallops
Hashed Browned Potatoes Clam Fritter Spinach
Sliced Tomato, Mayonnaise
Bread and Butter
Dessert
Tea Coffee Milk

Number 2 $1.25
Consomme
Spanish Omelet
Sweet Pickles
June Peas Candied Sweet Potatoes
Head Lettuce, Russian Dressing
Bread and Butter
Dessert
Tea Coffee Milk

Number 3 $1.50
Boston Fish Chowder Consomme
Celery Radishes
Loin of Young Pork, Apple Sauce or Baked Chicken Pie
Boiled Potato String Beans
Lettuce and Tomato Salad
Bread and Butter
Dessert
Tea Coffee Milk
Choice of Desserts—French Vanilla Ice Cream, Rhubarb Pie or Rice Custard Pudding, Cream Sauce

MINERAL WATERS, ETC. — Large Small Splits
Apollinaris .50 .25 .15
Poland Spring, Still .50 .25
Silver King .25
White Rock .50 .25 .20
Vichy, Celestins .25
Perle .25
Vichy Hopital .25 .20
Evian Source .15

BEVERAGES
Budweiser, Anheuser-Busch .20
Pabst Blue Ribbon .20
Cider, Ringrie Sparkling .25 .20
Ginger Ale
Anheuser-Busch (Dry) .20
Ballard (C & C) Imperial .25
Cheshire Club Dry .25
Cheshire Club Golden .25
C. & C. Imperial Dry .25
Canada Dry .25
Grape Juice, Welch's .20

CIGARS
Corona (Perfecto) .25
El Rey Del Mundo (Panetela) .25
Cuarto Rey Quenos de Lujo .20 (3) .50
La Flor Dominica Perfecto Grande .20
E. & E. (Invincibles) .15
Overland (Perfecto) .15
Rose .15
Old Virginia (Cabinet Selects) .15 (3) .35
Royal Mail (Perfecto) .15 (3) .35
R. E. Special (Panetela) .15 (3) .35
T.-M-S (Londres) .15 (3) .35
Riley (Perfecto) .15 (3) .35

CIGARETTES
Camel .20
Chesterfield .20
Lucky Strike .20
Old Gold .20
Pall Mall .20
Marlboro .20
Melachrino .20
Fatima .20
Post Mail .20
Player's Cards .20

In order to avoid embarrassing situations, the management requests the cooperation of passengers in a strict observance of the Prohibition Law and requests that passengers kindly refrain from the use of intoxicating liquors or beverages while upon trains.

SMOKING IN DINING CARS

Differences in personal tastes make the question of smoking in dining cars an unusually difficult one to handle. Experience over a long period of years has proven that the practice is generally annoying to patrons. However, in all trains space is reasonably provided, elsewhere, for those who wish to enjoy the use of tobacco without inconvenience to others. The co-operation of patrons with the management, and with the steward in charge of this car, is therefore requested to the end that any possible cause of objection may be avoided.

MENU

PAY ONLY UPON PRESENTATION OF CHECK
Waiters are forbidden to accept verbal orders
PORTIONS AND PRICES PER PERSON

Relishes — Celery 40 Imported Sardines in Oil 60 Mixed Sweet Pickles 25 Sliced Tomato 25 Stuffed Olives 25 Olives 25

Soups — Boston Fish Chowder, Turtle 40, Cup 25 Consomme, Cup 25 Clam Broth, Cup 25

Sea Food — Chatham Oysters on Shell 40 Cocktail 45 Fried Shore Haddock, Roe Sauce 80 Fried Cape Scallops, Tartar Sauce 1.00; with Bacon 1.15

Grilled — New England Spring Chicken, Half 1.25 Ham and Fried Eggs 90 Sirloin Steak 1.50 Lamb Chops, each 55 Bacon and Fried Eggs 80 Minute Steak with French Fried Potatoes 1.35

Roasts and Entrees — Roast Prime Beef 90 Hot Roast Beef Sandwich 65 Roast Loin of Young Pork, Apple Sauce, Grilled Sweet Potato 1.00 Individual Chicken Pie 90 Vegetable Plate with Dropped Egg 75 Rib Ends of Beef, Browned Potatoes 85 Baked Boston Beans 35, with Brown Bread 45 Dining Car Club Sandwich 85 Minced Ham and Scrambled Eggs 65 Clam Fritters 25 Macaroni au Gratin 35 Spanish Omelet 75

Vegetables — Potatoes—Hashed Browned 25 Boiled 20 French Fried 20 Grilled Sweet Potato 25 Fresh Spinach 25 June Peas 25 Buttered New Beets 25 Cauliflower in Cream 25 String Beans 25

Cold Meats and Salads — Cold Roast Prime Beef, Potato Salad 1.00 Chicken Salad, Mayonnaise 1.00 Egg Salad 60 Lettuce, French Dressing 35 with Roquefort or Russian Dressing 50 Lettuce-Tomato, French Dressing 50 Roquefort or Russian Dressing 65 Asparagus Tips, Vinaigrette 60

Bread, etc. — French, Graham, Raisin or Rye Bread 15 Toast, Dry or Buttered 20 Bran Muffins with Raisins 15

Desserts — Fresh Strawberry Shortcake, Whipped Cream 40 Home-made Rhubarb Pie 25 Rice Custard Pudding 25 French Vanilla Ice Cream 30; with Cake 40 Guava Jelly 30, with Cream Cheese 40 Extracted Honey 25 Figs in Syrup 25 with Cream 35 Orange Marmalade 25 Raspberry or Strawberry Preserve 25 Bar le Duc 30 Fresh Strawberries with Cream 40 Orange 15, Sliced 25 Grapefruit, Half 25 New England Northern Spy Table Apple 15 Baked with Cream 20

Cheese with Toast'd Crackers — Imported Roquefort 30 Cream 25 MacLaren's Imperial 25 Camembert 30 Gruyere Swiss 25

Coffee, Tea, etc. — Cocoa—Pot 25 Demi-Tasse 15 Cocoa, Pot 25 Instant Postum 25 Sanka 25 Kaffee-Hag 25

Tea—Orange Pekoe, English Breakfast, Oolong, Pot 25
Walker-Gordon Milk 15

The Table Water is purified by the Boston Filter

H. L. Dunderger, Superintendent,
103 Dorchester Ave., Boston, Mass.

Steward in Charge ..... F. G. Richards 031130

A very early *Yankee Clipper* dining car menu, dating from shortly after the introduction of this famous luxury train.
AUTHOR'S COLLECTION

Periodic Improvements

The New Haven made periodic improvements to its food service car fleet over the years. Some improvements, such as interior remodeling, were purely cosmetic in nature and were intended to ensure that guests were always presented with a pleasant and attractive dining environment. However, many of the improvements that were made to the railroad's food service car fleet were much more practical in nature.

The interiors of the New Haven's food service cars were originally illuminated by whale oil, kerosene, or gas lamps. Electric lights were introduced on board the *Merchants Limited* during 1904 and gradually replaced all other forms of passenger car illumination on the New Haven by the late 1920s. Since electric lights provided a smokeless, odorless, and non-flickering source of illumination, their use on food service cars made for a more enjoyable dining experience.

The modern interior of dining car 5254 as seen during the mid-1930s. NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION VIA DAVID PETERS SR.

The New Haven's Dining Car Department tried many clever ideas over the years. For example, in 1932 the New Haven converted an old coach into what it called a "breakfast bar car". The unique car presented commuters with an opportunity to have breakfast en-route to work in the morning, allowing them the luxury of sleeping a little later! The idea of a commuter from Stamford, CT, it operated on commuter runs to Grand Central Terminal at least through the early 1940s. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

The New Haven rebuilt some wooden dining cars with steel underframes. This action was forced upon the railroad by public outcry and legislative action resulting from the New Haven's dismal passenger train safety record during the latter years of the Mellen administration. All-wood passenger cars frequently disintegrated in wrecks, with the cars often collapsing into each other under the force of impact. This characteristic of wooden passenger cars, which was called "telescoping", became even more deadly when all-wood cars were mixed in with steel cars in the same train. In wrecks, steel cars tended to smash through wooden cars like wrecking balls, causing considerable loss of life. All-wood dining cars were particularly dangerous in wrecks because of the risk of fire caused by hot coals from the kitchen stoves. When steel underframes were fitted to wooden cars the rigid metal helped withstand the force of impact and improved the passenger's chances for survival.

Concerns about the safety of wooden dining cars in wrecks were alleged to have provoked the New Haven Railroad to pull its dining cars off the jointly operated New York Boston Express Line during early 1890. However, when the New Haven's partner in the New York Boston Express Line, the Boston & Albany Railroad, publicly announced that the New Haven's action was triggered by the railroad's fear of monetary loss rather than fear of fire, the New Haven quickly put its diners back in service.

One of the first wooden diners on the New Haven to be fitted with a steel underframe, the *Norwich*, was rebuilt at the Readville Car Shops in 1914. The *Norwich* was rebuilt again in 1930 and at that time was fitted with a small lounge section. The car operated in revenue service in this configuration as a club-diner until 1940. For some reason, the *Norwich* retained its truss rods after it was fitted with a steel underframe. Truss rods were long cables made of iron or steel that extended the entire length of the underbody of all-wood railroad cars. As the wooden underbody settled over time, turnbuckles on the truss rods were tightened to straighten out the wooden structure and prevent the car from sagging in the middle. Cars with steel underframes had enough rigidity to prevent sagging. Thus, the truss rods were normally removed when wooden cars were fitted with steel underframes.

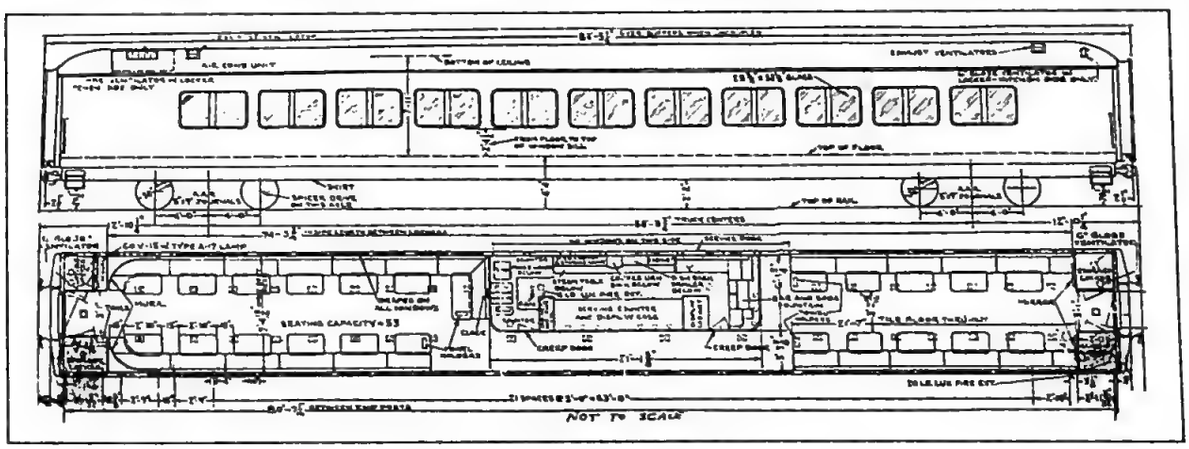
New food service cars were purchased by the New Haven on a fairly regular basis. Each subsequent car order generally presented some tangible improvement over previous orders. For example, the short open-platform wooden cars of the 1880s were replaced by longer vestibule equipped cars during the 1890s and early 1900s. All-wood cars gave way to wood-bodied cars with steel underframes and composite wood-and-steel cars were themselves eventually replaced by all-steel equipment. Going into the 1930s, the future trend in railroad passenger car design was clearly heading in the direction of lighter, aerodynamically streamlined equipment. Consequently, Pullman-Standard delivered the New Haven's last heavyweight, or traditionally styled (monitor roof), dining cars during 1930. A total of ten new dining cars were delivered in two series, eight "standard" cars numbered 5239 through 5246 and two "deluxe" cars for the *Yankee Clipper* (the previously mentioned *Dreadnaught* and *John Bertram*). Although they were originally operated as "numbers", the New Haven eventually named most of the standard diners in this order.

By the end of 1930, the New Haven had replaced all the old-fashioned iceboxes on board dining cars with mechanical refrigerators. Shortly afterwards, the railroad commenced an aggressive program of equipping all mainline passenger cars with mechanical or ice-activated air conditioning systems. In 1933, air conditioning was installed on four diners at the Readville Car Shops. By 1936, every food service car used on Shore Line Route intercity trains had been fitted with an air conditioning system. Air conditioning greatly enhanced the experience of dining on the New Haven Railroad since previously the only means of ventilation on hot days was opening the car's windows. Back in the steam era, opening a passenger car window typically admitted coal smoke and road dust as well as fresh air. Dining car passengers often remarked during the days before air conditioning that their meals were seasoned with soot and cinders!

The Original Grill Cars

The Great Depression hit the New Haven Railroad particularly hard. In the aftermath of the infamous "Black Thursday" stock market crash on October 24th 1929, the railroad's revenues were literally cut in half. By October 1935, the New Haven's financial circumstances had deteriorated to such an extent that president Howard S. Palmer was forced to put the railroad into bankruptcy to protect it from its many creditors.

As the depression wore on, the federal government made funds available for various projects that were intended to boost employment and help



BELOW LEFT: The five original grill cars had their kitchen compartments located at the very center of the car. Later grill cars had their kitchens positioned at the end of the car like conventional diners.
PULLMAN-STANDARD, AUTHOR'S COLLECTION

BOTTOM: A new lightweight grill car poses at Pullman-Standard's Osgood Bradley facility just before delivery during the summer of 1937. Despite the number visible in this photograph (2035), the five lightweight grill cars were operated on the New Haven Railroad as numbers 5200 through 5204. The odd window arrangement on the kitchen side of the original prewar grill cars reveals the two dining areas. The blank windowless area in the center shows the location of the kitchen compartment. The opposite-side of the car has windows going all the way across. Note the total absence of doors on the side of the car. The prewar grill cars did not even have an external service door to make loading supplies easier.
PULLMAN-STANDARD PHOTO, J. W. SWANBERG COLLECTION

bring about a general economic recovery. The New Haven tapped government funding to help subsidize the purchase of a large number of lightweight passenger cars from Pullman-Standard.

The New Haven ordered 205 lightweight passenger cars from Pullman-Standard. The cars were built at P-S's Osgood Bradley facility in Worcester, MA, and delivered to the railroad between December 1934 and October 1938.

All of these new cars shared a common streamlined exterior design that featured a semi-tubular cross section, low profile riveting, shrouded underbody, and turtle-backed roofline. The cars incorporated the most advanced engineering and comfort features of that time including lightweight Cor-Ten alloy steel construction, reclining seats, indirect lighting, sealed picture windows, and mechanical air conditioning.

The New Haven's lightweight passenger cars caught the attention of the A.C. Gilbert Company, makers of the famous American Flyer toy trains. Gilbert promptly reproduced the cars in toy form and successfully marketed them for several decades. Thus, the New Haven's lightweight passenger cars were often called "American Flyer" cars.

Although the vast majority of the New Haven's lightweight passenger cars were equipped as coaches, five cars (5200–5204) were configured by the factory as a revolutionary new type of dining car. These five cars, which were delivered to the railroad during July and August 1937, were called grill cars. Unlike conventional dining cars of that time, which were operated like expensive restaurants, the grill cars were specifically intended to serve inexpensive meals, snacks, and beverages in an informal setting.

Everything about the grill cars was new. Their interiors were decorated in bright colors and shiny chrome with cutting-edge Art Deco designs and large abstract photomurals. Guests sat cafeteria style on continuous bench seating that ran along both sides of the car and they ate or drank from tables that were bolted to the floor in front of their seats. Food and drinks were prepared in a partially enclosed rectangular kitchen compartment that was set off to one side in the center of the car. An opening fitted with a long service counter and display case in the middle of the kitchen compartment processed orders while a smaller opening at one end served as a bar and cashier's station. The position of the kitchen in the five original grill cars split the dining area into two separate compartments.

The original grill cars had been designed for self-service operation. Passengers were supposed to place their own orders at the service counter, carry their food to their tables on large rectangular trays, and then when finished with their meal, return the trays, glassware, silver, and china back to the counter for cleaning. By having guests serve and clean up after themselves, the New Haven expected to eliminate the need to employ a costly staff of waiters. The railroad intended to pass the savings on to its passengers through lower priced meals, a very important consideration during the lean times of the Great Depression.

Although the lightweight grill cars were delivered to the New Haven during July and August 1937, the cars were held back from service until later in the year to allow for testing and crew training. This flyer was distributed in the Boston area to announce that a grill car would be on display at South Station on November 15th 1937. AUTHOR'S COLLECTION

RIGHT: Grill car publicity photo from 1937 looking towards the center of the car. Passengers are standing at the counter waiting for their "self-serve" orders to arrive from the kitchen. Note what appears to be a direct predecessor of the Grill Car Girls talking to a kitchen crewman at left. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

5
NEW STREAMLINED
SELF-SERVICE GRILL CARS
will be in service this fall, featuring low cost
meals and refreshments in smartly appointed
surroundings. These are the FIRST cars to be
designed for complete grill service including
bar and soda fountain—at cafeteria prices.
THE NEW HAVEN R. R.

FAR RIGHT: A September 1937 timetable advertisement for the original five grill cars. AUTHOR'S COLLECTION

The grill cars proved extremely popular right from the start. Indeed, the basic concept was so highly regarded by passengers that the New Haven transformed five old heavyweight coaches into homemade grill cars at the Readville Car Shops during 1941 and 1942. Passengers appreciated the low prices, unpretentious menu, and the informal cafeteria-style atmosphere of the lightweight grill cars. Many passengers were especially appreciative of the wide variety of alcoholic beverages that were served on board. Passengers also appreciated the sealed picture windows that resisted fogging while keeping the interiors of the new cars free of smoke, dirt, and cinders.

At first, the New Haven Railroad operated the new grill cars on intercity trains, particularly those that ran between Boston and New York City over the Shore Line Route. However, the cars were often assigned to the summer Cape Cod trains and to special weekend movements.

The Famous Grill Car Girls

Despite the fact that the five original grill cars were designed for self-service operation, they were only utilized in self-service mode for a very brief time. When the grill cars first went into service, many women passengers tripped and fell while carrying trays loaded with food from the service counter to their tables. Enough women complained that the New Haven Railroad Dining Car Department investigated the matter. The investigators determined that the act of walking across the swaying floor of a grill car in the high heels fashionable at that time while simultaneously attempting to balance a heavy tray of food was a skill beyond that which could be expected of many women passengers. As a result, the Dining Car Department decided that it would be necessary to employ a wait staff on board the grill cars after all.

Harold Quinlan was Superintendent of the New Haven Railroad Dining Car Department at that time. Quinlan decided that the revolutionary new lightweight grill cars required an especially attention-getting wait staff. The traditional dining car staffing model in use on the New Haven, as well as on most other railroads at that time, was the one that was devised shortly after the end of the Civil War by George M. Pullman. The Pullman dining car staffing model employed a team of male waiters, typically of African-American heritage, under the supervision of a white male steward. To be different, and radically different at that, Harold Quinlan decided to staff the new grill cars with pretty young white women. The New Haven called these women "the Grill Car Girls."

The women hired to be Grill Car Girls had to be between 22 and 32 years of age and of "average" height and weight. A high school diploma was mandatory and women with secretarial experience ("a good executive background") or a college degree were preferred. Prior to the mid-1940s a Grill Car Girl had to be tall, very slender, and Catholic.

Early grill car menu with Grill Car Girl on the cover.
J. W. SWANBERG COLLECTION

Edna and Eileen Reeke check in at the New Haven Railroad Dining Car Department's grill car office at Grand Central Terminal in New York City prior to taking a car out over the Shore Line to Boston. The beautiful Reeke sisters, identical twins, were professional models as well as Grill Car Girls. In fact, the Reekes were the original "Beechnut Gum Twins."
NEW HAVEN RAILROAD PHOTO, EDNA AND EILEEN REEKE COLLECTION

These last three criteria were not in the railroad's official hiring guidelines but were the *de-facto* standard applied by the man in Boston who was responsible for selecting Grill Car Girls at that time!

The women were also very carefully selected by the railroad for their intelligence, sophisticated demeanor, and great physical beauty. Many Grill Car Girls had been fashion or advertising models before they went to work for the New Haven and some of them were well known in the modeling profession. For example, Edna and Eileen Reeke, identical twins who worked as grill car attendants during the 1940s, were the original Beech Nut Gum Twins. A few Grill Car Girls were former airline stewardesses who quit their flying jobs and went to work for the New Haven because with tips permitted by the railroad actually paid them much better than the airlines.

The beautiful Grill Car Girls proved to be just as popular with passengers, particularly male passengers, as the grill cars themselves. The New Haven's Public Relations Depa frequer featured the women in promoti otograp often in the company of celebri engers, it was a rare issue of *Along the L* e railro monthly in-house magazine, that d not feat at least one photograph of a Grill Car Girl uring the 1940s.

It is worth noting here that during the mid to late 1940s the New Haven Railroad had three sets of identical twins working as Grill Car Girls at the same time. Twin sisters were often assigned to work on the same grill cars and they received extra-special attention from the New Haven's publicity people. Along with the previously mentioned Reeke twins, the New Haven Railroad Dining Car Department also employed the Driscoll twins, Louise and Arlene, and the O'Connell twins, Eveline and Eleanor.

Despite the near-celebrity status accorded to the Grill Car Girls by the New Haven, at least one other railroad was unimpressed. At one time during the 1940s the Pennsylvania Railroad briefly considered assigning female crewmembers to their functionally similar coffee shop cars. A Pennsylvania Railroad employee who was assigned to ride New Haven trains to assess the grill cars produced a report for his superiors in which he was very critical of the "leg shows" and other shenanigans that supposedly occurred on board the cars he patronized.

TOP: Grill car hostess Frannie Marsh poses on the platform at Boston's South Station prior to a trip to New York City during the mid-1940s.

ABOVE: Grill car attendants Ruth (Hiltz) Anderson, Madaline Paraganian, and Gerry Corrado lift their skirts for the camera at Boston's South Station during the mid-1940s.
BOTH, AUTHOR'S COLLECTION

RIGHT: Grill Car Girls were not supposed to fraternize with passengers but this rule was frequently broken. Regular passengers on business trips often treated the Grill Car Girls to dinner at the end of the run. Here, Florence Prouty, Millie Marini, Muggsy Ashworth, Noreen Fisher, Ann (Caughlin) Gormley Flynn, and Judy Dawson are in the company of a passenger at the Latin Quarter dinner club in New York City. ANN (CAUGHLIN) GORMLEY FLYNN COLLECTION

New Haven Railroad Grill Car Girls out on the town in between runs at Blinstrub's dinner club in Boston in 1960. From left to right are Helen Solen, Eileen Reeke, Alice McGillicuddy, Catherine Quinlan, Grace Dowling, Mary Hefler, Edna Reeke, Eileen Mack, and Margo Constantineau. DON AND MARGO CONSTANTINEAU COLLECTION

Thus, perhaps for this reason, the conservative Pennsylvania Railroad never employed women on its food service cars.

Running A New Haven Railroad Grill Car

The New Haven typically staffed each grill car with a female hostess, three or four female attendants, a male chef, two male countermen, a male bar attendant, and a male dishwasher. When the original five grill cars were new, many of the predominantly African-American male dining car waiters expressed some measure of resentment towards the white female Grill Car Girls. There was a perception that the women were taking jobs that rightfully belonged to the waiters. The leader of the waiters' union on the New Haven at that time, Joe Quinn, was disparaged by some of his colleagues because of his unwavering support for the Grill Car Girls. For his trouble, some dining car waiters referred to him as "Joe Quinn and his White Girls."

Despite the resentment felt by some waiters towards the Grill Car Girls, the New Haven had actually employed African-American women on a conventional dining car long before the Grill Car Girls became a fixture on the railroad. Starting perhaps as early as 1932 and continuing up through the early to mid-1950s, the New Haven operated a dining car between Springfield, MA, and New York City on the *Bankers* with a team of African-American waitresses. In later years some of these women bid for jobs as grill car attendants and became Grill Car Girls themselves.

The Hostess

The hostess was in charge of the grill car and managed its entire staff, male as well as female. It should be noted that the New Haven was a pioneer in employing women on board trains. Although we take female train crewmembers for granted today, in 1937 women worked on the railroad, when they were employed at all, in "traditional" women's occupations like secretary or cleaning woman. The New Haven was the first railroad in the country to employ significant numbers of women onboard its trains. Furthermore, as if that weren't revolutionary enough, the New Haven put grill car hostesses in charge of male crewmembers at a time when it was unheard of for men to take orders from women!

The grill car hostess' duties included ensuring that the car was fully stocked and prepared for its run, greeting and seating guests, assigning attendants to tables, and general supervision. If business was particularly heavy, as it often was during the breakfast, lunch, and dinner hours, the hostess would help the attendants take orders to the service counter. At the end of each run, the hostess recorded the car's business on a special form called a "trip report." Basically, the hostess performed the same role on a grill car as the steward did on a conventional dining car.

Lightweight grill car crew in 1946. From left to right are an unidentified chef or counterman, counterman Willard Angevine, attendant Ann (Caughlin) Gormley Flynn, bar attendant Mike Kearns, dishwasher Albert Glasebrook, and hostess Helen Solen. Note the red embroidery on the men's white uniform shirts. The text reads "NYNH&HRR Grill Cars." ANN (CAUGHLIN) GORMLEY FLYNN COLLECTION

The Attendants

The attendants served as waitresses. They took orders from seated guests to the service counter, delivered the prepared meals to the tables, and cleared the tables after guests finished their meals. The original five grill cars were furnished with the kitchen compartment in the center of the car and

the tables at both ends. Typically, two attendants were assigned to work at each end of these cars. Subsequent grill cars supplied to the New Haven by Pullman-Standard after the Second World War were configured with the kitchen at one end of the car to provide a large unbroken space for the dining area. These postwar grill cars were easier for the attendants to work in and for the hostess to supervise.

Grill car attendants sometimes walked through the coaches hawking wrapped sandwiches on those trains that did not have train boys assigned. The women by and large disliked doing this and considered it demeaning work.

On occasions when a qualified hostess was unavailable, a senior attendant could be placed in charge of a grill car and its crew. In such cases, the attendant was referred to as an "attendant in charge." Conversely, qualified grill car hostesses were often put to work as attendants if more attendants were required than hostesses on a given day. A hostess put to work as an attendant was paid about four dollars per day less than what she was paid while working as a hostess. However, despite the fact that attendants received less salary than hostesses, they often earned much more than hostesses after tips were factored in. In fact, many attendants refused promotion to hostess for this reason.

One grill car hostess, who for good reason will not be named, got herself in trouble as a result of being assigned to work as an attendant for a significant period of time, this woman listed her occupation as grill car hostess. Since hostesses usually did not accept tips, no tips were reported by her in the statement. It so happened that this woman was audited by the Internal Revenue Service that year. Worse still, her IRS auditor turned out to have been a regular guest on board her grill car. The woman had served this auditor many times while working as attendant, and the man had always tipped her generously. The first words out of the auditor's mouth when he met with this poor woman to review her tax paperwork were, "Haven't I seen you somewhere before?"

From left to right, hostess Patricia Lahey, counterman McKinney, and attendants Mary Hefler and Katherine Quinlan relax on board one of the New Haven's five original grill cars prior to departure during the mid-1940s.

Attendants Myrtle Galvin, Mary Heffler, and Katherine Quinlan, supervised by hostess Patricia Lehey, set up tables on one of the New Haven's original pre-war grill cars prior to a run during the mid-1940s.

Kitchen compartment crew on board one of the five original pre-war lightweight grill cars during the mid 1940s. The chef and first counterman on the early grill cars worked behind an open counter. On later grill cars, both homemade and those obtained from Pullman-Standard, the chef and first counterman worked inside a completely enclosed area. ALL, CATHERINE QUINLAN COLLECTION

The Chef and Countermen

The chef was the senior man on the grill car. He worked in the kitchen compartment over the charcoal grill, cooking all the meats. The chef's grill was fully exposed to public view behind an open counter in the five original grill cars. The grill was fully enclosed in later cars.

There were two countermen employed on board the grill cars, the "first counterman" and the "second counterman." The first counterman worked alongside the chef and assisted him with the charcoal grill as necessary. However, his primary responsibility was to prepare and cook the vegetables. The second counterman worked alongside the bar attendant. He prepared the sandwiches, salads, desserts, and all other cold foods with the exception of ice cream.

The Bar Attendant

The bar attendant, who worked behind an open counter at the end of the kitchen compartment, was principally responsible for preparing and serving beverages and ice cream. Because the bar attendant served alcoholic beverages, he was required to be at least 21 years old. The grill car bar attendant prepared and served beverages of all kinds, not just alcoholic beverages. He hand-squeezed orange juice to order and it was not unusual for a grill car to go through an entire crate of oranges on a typical morning run between Boston and New York.

The bar attendant also served as the grill car's cashier. He was held personally responsible for any shortages in the cash box at the end of the run, meaning that he had to pay the difference out of his own pocket. At the end of the run the bar attendant either took the car's cash to a designated office at the end terminal or made a deposit in a special drop box or slot fitted to a wall. When Amtrak renovated Washington's Union Station in the 1980s, a significant amount of money was found inside the wall where New Haven Railroad Dining Car Department employees made their daily cash deposits

Because of their bartending skills, exposure to the public, and cash management responsibilities, grill car bar attendants often moved up to become dining car stewards.

The Dishwasher

The dishwasher, who also worked in the kitchen compartment, was generally the least-senior man on board the grill car. The dishwasher was responsible for cleaning the car's stock of crockery, glassware, and silver.

Dishwasher was considered an entry-level position and typically the grill car's dishwasher was in training to become a second counterman. When not otherwise occupied, the dishwasher was expected to assist the second counterman.

At one time during the late 1940s the son of a New Haven Railroad vice president was employed as a grill car dishwasher. This young man, who was a very good worker, frequently raised eyebrows among the car's guests as he worked his trade dressed in traditional country club attire of blazer, spats, and hat.

Standing Inspection With The Grill Car Girls

The New Haven Railroad Dining Car Department maintained strict quality control over all aspects of the company's food service operations

African-American waitress serving tea to guests in an unusual smoking lounge on dining car 5229 (also known as the *Samuel Adams*), assigned to the *Bankers* running between Springfield, MA, and New York City during the early to mid-1930s. The women who worked for the New Haven, regardless of their age, were always called "girls." Thus, the African-American waitresses assigned to the *Bankers* were called The Black Girls. NEW HAVEN RAILROAD, J. W. SWANBERG COLLECTION

but the grill cars received special attention because of their popularity and high profile.

During the mid-1940s the Dining Car Department established a small team of inspectors, also known as Supervisors of Dining Service, whose sole responsibility was to ensure that everything about the grill cars was perfect. The first three grill car inspectors were Edna Warden, Rita Murray, and Agnes Basinger. Edna Warden and Agnes Basinger worked out of New York. Agnes Basinger was assigned to Boston. The women checked the grill cars leaving South Station and Grand Central Terminal and periodically conducted *en-route* spot inspections at intermediate points.

Edna Warden, a prim and proper Englishwoman, organized and managed the grill car inspection operation. Warden was an experienced restaurateur who had operated a successful tearoom in the city of New Haven, CT, before going to work for the railroad in 1935. All grill car inspectors were senior hostesses who had caught the attention of the Dining Car Department's management on account of their outstanding performance and superior knowledge of grill car operations.

An inspector, or the hostess if no inspector was available, was supposed to conduct a thorough inspection of every grill car prior to its departure from the starting end terminal. The inspection covered everything from the general

The Reeke Twins, Edna and Eileen, are preparing themselves in the hostess room at the Dover Street Yards in South Boston prior to taking a grill car to New York City during the mid-1940s.
NEW HAVEN RAILROAD, EDNA AND EILEEN REEKE COLLECTION

cleanliness of the car to the condition of its equipment to the appearance of its crew.

The inspector would line the Grill Car Girls up inside the cars, bring them to attention, and conduct an inspection of their uniforms and general appearance as if they were soldiers. Everything about a Grill Car Girl's appearance was subject to the Dining Car Department's regulations. Their uniforms, which through the early 1950s were designed by top New York City fashion houses, had to be worn exactly in the prescribed manner. No jewelry was permitted except for the special silver pins issued by the railroad. Cosmetics had to be applied in an officially approved manner and the railroad hired professional cosmeticians to design an official look for the Grill Car Girls. Their fingernails were examined for properly trimmed condition and their hands were examined for cleanliness.

The Grill Car Girls were always issued skirts or dresses, never pants or trousers, and they were required to wear silk or nylon stockings with their uniforms. The inspector ensured that the seams of the women's stockings lined up perfectly along the backs of their legs. One Grill Car Girl, Ruth Anderson, sometimes went without wearing stockings during the hot summer months. Whenever Ruth Anderson did this, she carefully painted a fake seam line on the back of her legs with eyeliner to fool the inspectors.

The women's hair was an important and well-regulated aspect of their appearance. On more than one occasion, Grill Car Girls reporting for duty were told to go home and not come back to work until their hair had been properly styled. One day, a particularly flamboyant grill car attendant who enjoyed "pushing the envelope" reported for work with her normally blond hair dyed shocking pink. When Edna Warden, who performed the inspection that day, saw the pink hair, she declared that the attendant looked like a high-priced call girl and sent her home. Instead of being upset, the woman with the pink hair was very pleased by Edna Warden's appraisal of her value.

Playing Jokes On The Grill Car Girls

Railroading was very much a man's world when the Grill Car Girls first went to work on the New Haven. Only a handful of railroads employed women aboard their trains at that time and none of them employed women in supervisory positions or in large numbers as the New Haven did.

As already mentioned, some dining car waiters believed that the the Grill Car attendant jobs should have been offered to the waiters on a seniority basis. Some crewmen felt that railroading was no place for a woman. However, in general everyone who worked on the grill cars got along fine.

As might be expected, sometimes the men working on the trains conspired to have a little fun at a new Grill Car Girl's expense. One popular gag was to send a new woman out to get a fresh bucket of steam from the locomotive crew to fill the steam tables in the grill car's kitchen.

Grill C irl Ann hlin) Gormley-Flynn fell fo trick. A s extremely nervous on he st day o... ne job and was absolutely te ed of the huge noisy I-5 class streamlined steam locomotive on her train. On the other hand, Grill Car Girl Ruth Anderson suspected that there was something fishy going on when her colleagues tried to pull this trick on her and she refused to cooperate. Despite what she had been told to do by her colleagues, Ruth knew that it was impossible to contain live steam in an open bucket.

During the 1940s, there was a grill car dishwasher by the name of Kennedy. At that time, dishwashers wore a uniform that included a long smock-like white jacket. Traditionally, a new Grill Car Girl assigned to Kennedy's car would be introduced to "Dr. Kennedy" by another member of the crew on her first day on the job and told that she had to submit to a physical examination. The "doctor" would fake a medical examination, all harmless stuff like looking in her ears and making her hold up her hands. Throughout the "examination," "Dr. Kennedy" would ask personal and embarrassing questions while another member of the crew pretended to take detailed notes.

Daily Strip Shows In The Dover Street Yards

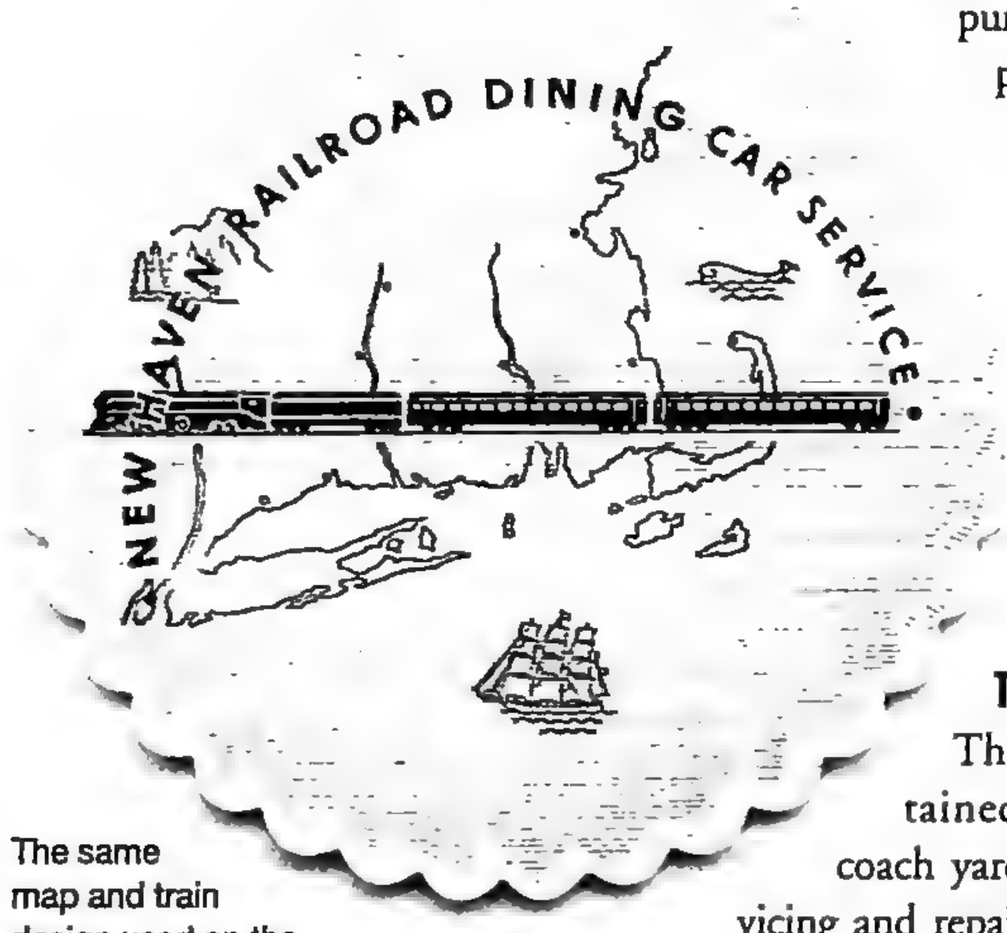
The Dover Street Yards in South Boston were perhaps the most important staging area for passenger trains on the New Haven Railroad. The Dining Car Department's headquarters and main commissary were located in a brick building located at the periphery of the coach yards at the intersection of West Fourth Street and Dorchester Avenue. The Grill Car Girls had their own locker room and lavatory on the second floor of this building, which was called the "hostess room," where they could wash up and change their clothes before and after their runs.

One day, an off-duty Grill Car Girl happened to overhear a very disturbing conversation between two local boys. The boys had just finished an afternoon of peeping through the windows of the hostess room and were discussing what they had seen. The woman learned that the catwalk of a billboard located on Dorchester Avenue provided a commanding view of the hostess room and had become a popular hangout for teenagers. After learning this, the Grill Car Girls always ensured that the shades were drawn before changing their clothes in the hostess room.

Grill Car China

The New Haven china pattern known to collectors as the "Merchants" or "Merchants Limited" pattern, which features a picture of a passenger train superimposed over the map of southern New England on its plates, was first ordered for the five original grill cars. Although there is evidence that this pattern was used to a limited extent on other types of food service cars, it was primarily used on the early grill cars. In fact, the New Haven's Dining Car Department called this pattern "Grill Car China."

Typical place setting of Grill Car China, Luckin NH-5, used between 1937 and 1952. Pieces are ivory in color with a white-and-gray pinstripe border. Only eight different kinds of ware were supplied by the Buffalo China company in this pattern, which is consistent with the limited menu offered on the grill cars. The pattern consists of three different sized circular plates, a coffee mug, an oatmeal bowl, a chowder cup, a double egg cup, and a square sauce dish. The egg cups and sauce dishes are rarely encountered today. The plates are decorated with a red map of southern New England and a gray Baldwin I-5 streamlined steam locomotive hauling two Pullman-Standard lightweight coaches. AUTHOR'S COLLECTION



The same map and train design used on the Merchants or Grill Car China plates also decorated food service car curtains, matchbooks, ashtrays, sugar packs, coasters, placemats, timetables, and other things used on the railroad between 1937 and the early 1950s.
AUTHOR'S COLLECTION

The train design printed on this pattern's circular plates was very popular with passengers and the railroad cheerfully sold 9-inch-diameter dinner plates to anyone who wanted them for $3.50 each. Railroad stenographer Ursula Mills purchased several of these plates for her young nieces and nephews. The children were encouraged to eat their vegetables so they could see the picture of the train revealed on the bottom of the plate.

The Dover Street Cook Car

The New Haven maintained a vast complex of coach yards, passenger car servicing and repair facilities, an engine house, and offices at the Dover Street Yards in South Boston. At some point in the distant past, a retired wooden dining car was mounted on crossties at the end of Track 7 in the Dover Street Yards for use as a cafeteria.

The kitchens of the New Haven's grill cars were equipped with charcoal grills and steam tables but not with ovens. Thus, it was not possible to bake onboard the grill cars. Shortly after the five original grill cars went into service, the Dining Car Department took over the Dover Street Yard's cafeteria, which still had its dining car kitchen in place. The cafeteria was transformed into a stationary "cook car" where pies, breads, and other baked goods were prepared by Dining Car Department cooks for outbound grill cars and other food service cars.

Although the Dover Street cook car had been established mainly to provide fresh baked goods for the new grill cars, its kitchens also prepared roasts, turkeys, and other slow-cooking meats that were loaded ready-to-serve on dining cars. Prior to the establishment of the cook car, dining car crews had to commence cooking and baking in their car's kitchens about three hours prior to train time to ensure that everything would be ready to serve upon departure. The Dover Street cook car was much appreciated by hard-working dining car kitchen crews, particularly during the busy Second World War years.

The Dover Street cook car provided a wonderful fringe benefit for the many railroad employees who worked in and around the yards and other New Haven facilities in South Boston. Slices of hot apple pie and steaming cups of coffee were always available at a modest price from the cook car, a part of which continued to be used as a cafeteria.

Around 1966, the Dining Car Department's management noticed that a significant amount of pies were walking out the door of the cook car without being paid for. As a result, the Dover Street cook car was ordered closed down. Thereafter, New Haven diners and grill cars served pies purchased from the famous Table Talk Pie Company.

The Colonial Diners

Passengers were so impressed with the five original grill cars that the New Haven decided to rebuild 18 heavyweight dining cars at the Readville Car Shops starting in 1938 in an effort to emulate the modern features and styling of the new lightweight equipment. The refurbished dining cars, which had been built by Pullman between 1916 and 1930, were collectively called the Colonial Diners.

During the rebuilding process, the Colonial Diners were fitted with updated interiors and modern furnishings. Some of these cars were fitted with flat false ceilings that hid the old fashioned clerestory that was characteristic of heavyweight or traditionally styled (monitor roof) equipment. In an effort to copy the external appearance of the new lightweight coaches and grill cars, several Colonial Diners including the *Samuel Adams* and *Nathan Hale* were fitted with Thermopane picture windows.

Each Colonial Diner was named after a famous person, place, or thing from New England's colonial or revolutionary war period. The names and car numbers of the Colonial Diners were *Samuel Adams* (5229), *Nathan Hale* (5231), *The Colonial* (5233), *The Patriot* (5234), *Jonathan Trumbull* (5235), *The Clipper* (5236), *The Statesman* (5238), *John Paul Jones* (5239), *Merchants Exchange* (5242), *Faneuil Hall* (5243), *Louisburg Square* (5244), *Gramercy Park* (5245), *Dreadnought* (5247), *John Bertram* (5248), *Paul Revere* (5251), *Israel Putnam* (5252), and *Roger Williams* (5253).

Each Colonial Diner was provided with a unique interior decoration treatment that was intended to reflect the theme suggested by its

Dining car 5229, the *Samuel Adams*, was one of several Colonial Diners equipped with Thermopane picture windows and aluminum sash in an effort to emulate the external appearance of the prewar Pullman-Standard lightweight coaches and grill cars.
J. W. SWANBERG COLLECTION

The upgraded interior of the *Israel Putnam*, dining car No. 5252. NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION VIA DAVID PETERS SR.

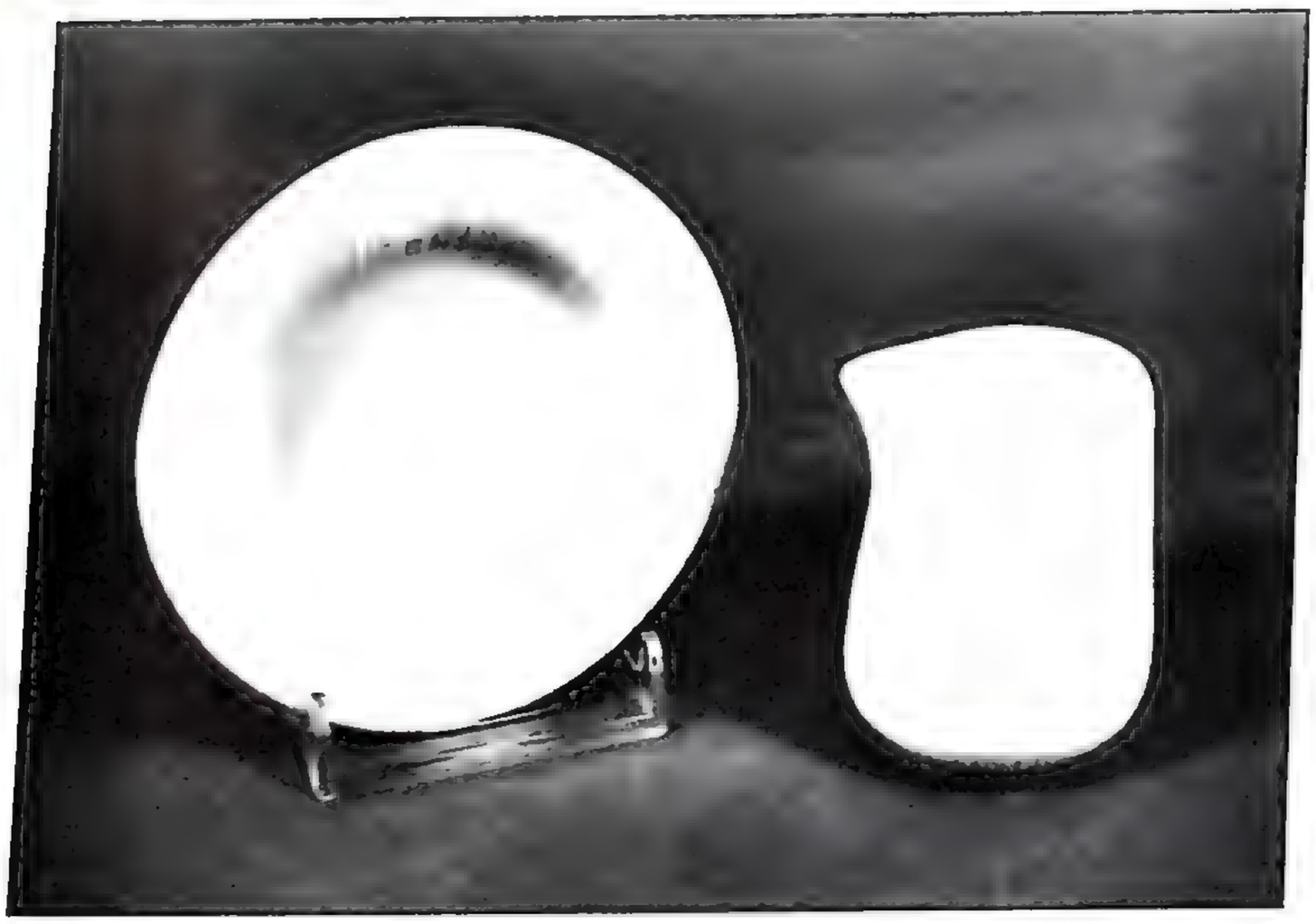
name. For example, according to railroad publicity material published in 1940, the diner *Paul Revere* was decorated "...in the dashing style of the colorful Massachusetts patriot". The interior of the *Whaler*, which was used on the *Yankee Clipper* during the 1940s, was decorated in the style of an old-time New Bedford whaling ship. The *Whaler's* dining room was decorated with a traditional wooden captain's wheel, harpoons, and several other nautical antiques. One of these

BELOW: The Platinum Blue pattern, Luckin NH-10, was used on New Haven food service cars through the end of the railroad's corporate existence. Early pieces were always custom backstamped with the New Haven's initials; later pieces were ordered directly from stock as a cost-cutting move and were not marked as railroad property. RICHARD W. LUCKIN COLLECTION

BOTTOM: Dining car 5237, *The Whaler*, is seen here parked in front of the commissary building in South Boston on October 19th 1946. DONALD T. HAYWARD SR PHOTO, J. W. SWANBERG COLLECTION VIA TOM S. MARTORANO

antiques was a brass compass and binnacle that was considered so valuable that it was locked in the car's pantry during layovers.

Coincident with the introduction of the first batch of eight Colonial Diners between 1938 and 1940, the New Haven replaced its Indian Tree china with a modern art-deco pattern called "Platinum Blue." The Platinum Blue china, which featured a white on light blue design that incorporated a classical Greco-Roman portrait of a nude woman picking berries off a bush, was a stock pattern that was used by the United States Lines steamship company and others as well as by the New Haven Railroad. Thus, the only Platinum Blue articles found today that can be positively identified as having come from the New Haven are those that are back stamped with the railroad's initials.



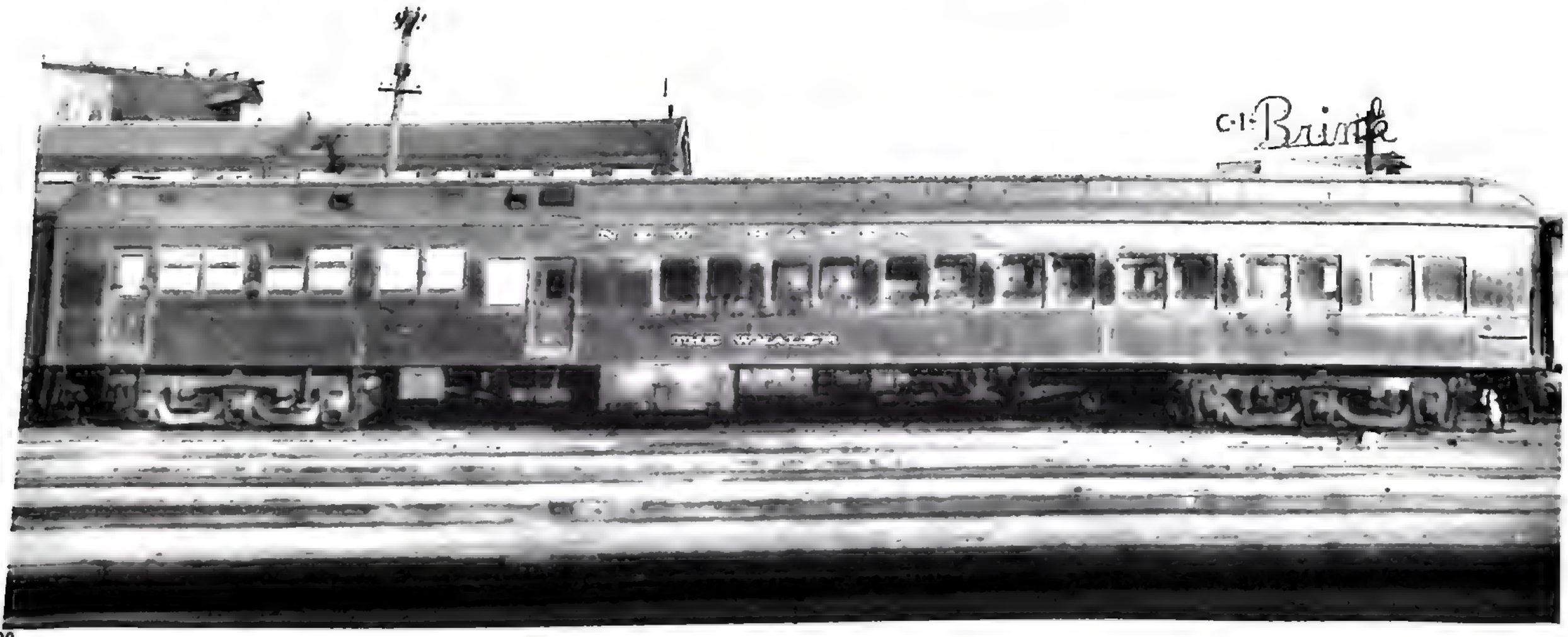
Dining Car Service Tokens

The New Haven had spe n-like t ns produced during the late 1 promo he railroad's new Baldwin I-5 reamli steam locomotives and the fo ice imp ements reflected by the introduc f the gr ars and Colonial Diners. The qu r-sized to ns were made of aluminum. One side was decorated with a bas-relief image of an I-5 locomotive and the words "New Haven Railroad." The opposite side featured an image of a cornucopia and the words "Dining Car Service."

One token was presented to each food service car guest with his or her change by the car's hostess or steward at the end of meals during the late 1930s and early 1940s. Each token could be exchanged for a complimentary cup of coffee on the New Haven Railroad. However, many passengers kept their tokens as souvenirs.

Special Things For Children

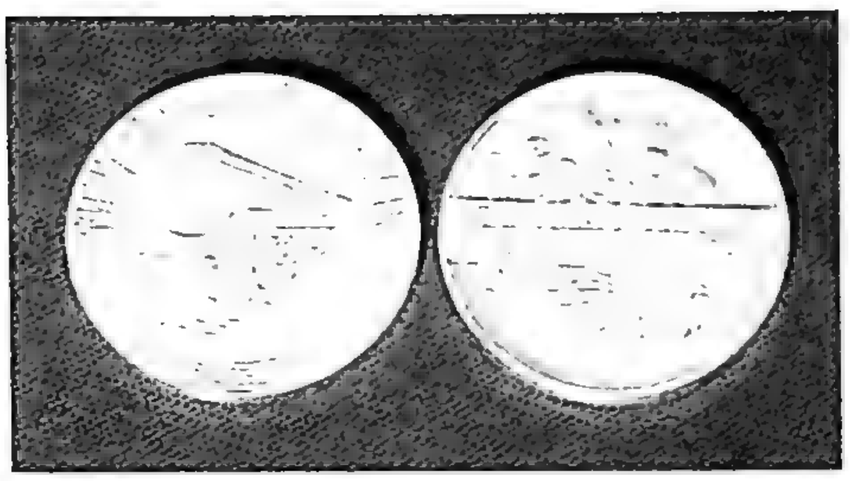
During the late 1930s, New Haven dining cars began to offer meals that were specifically intended to appeal to children. As a result, special children's menus were created for young dining car guests. The earliest of these menus appears to have been shaped like a Baldwin I-5 class streamlined steam locomotive. This menu could be stood up on the dining car table and played with like a toy train. Subsequent New Haven Railroad children's menus of the late 1930s and early 1940s were shaped like circus animals. Menus shaped like an elephant, hippopotamus, and giraffe are known to have been produced and there is a possibility that the railroad also issued menus in the shape of a lion, tiger, and monkey.



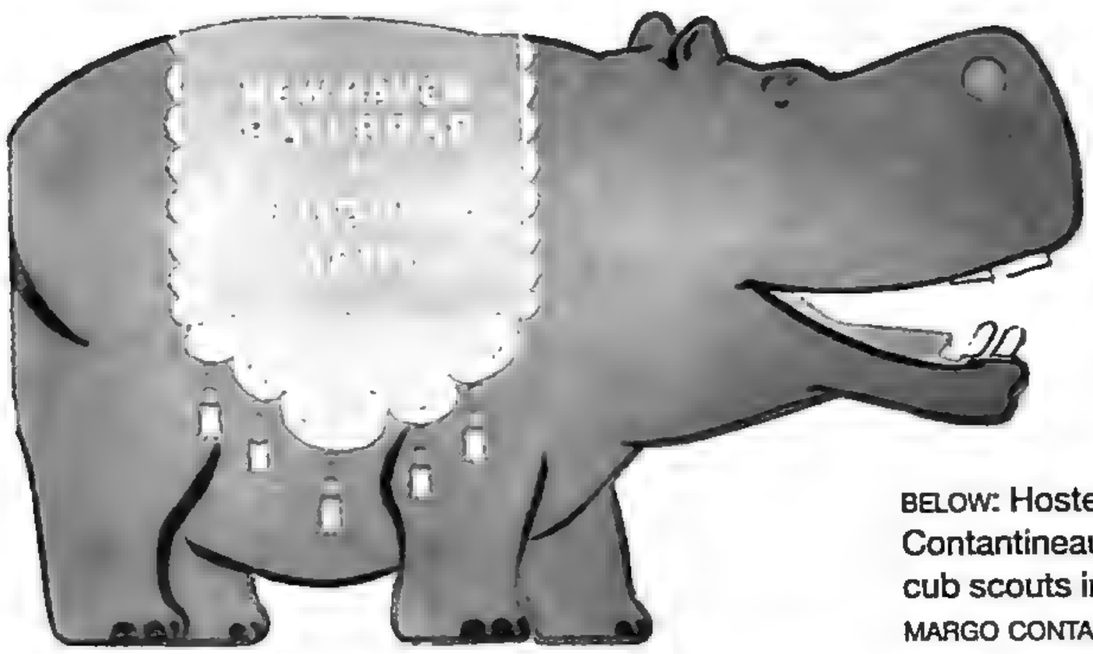
Children's mc sed on th v Haven during the mid to la 40s were s ped like a school slate board.

The Nev Haven also commissioned a few simple playthings that were given to children in the diners and grill cars to occupy their attention and help prevent them from being disruptive to other guests. During the late 1930s, stewards and hostesses distributed a cardboard jigsaw puzzle that depicted a scene from the popular children's story *Goldilocks and the Three Bears*. During the Christmas season of 1944, a box of crayons and a coloring book were presented to young food service car guests. This coloring book, which was entitled *Fun on the Train*, depicted a series of events from a typical trip on the New Haven Railroad. These coloring books proved to be extremely popular with children and were stocked onboard diners and grill cars for many years. During 1955 the coloring book's artwork was updated to include the new equipment designs and "NH" logo that were implemented by president Patrick B. McGinnis.

During the late 1950s, young guests on New Haven food service cars were presented with small cloth travel bags marked with the railroad's name and "NH" logo. At that time, the New Haven was engaged in head-to-head competition with newly introduced Boston–New York air shuttles and small travel bags such as those given out by the railroad were often presented to young passengers by the airlines.

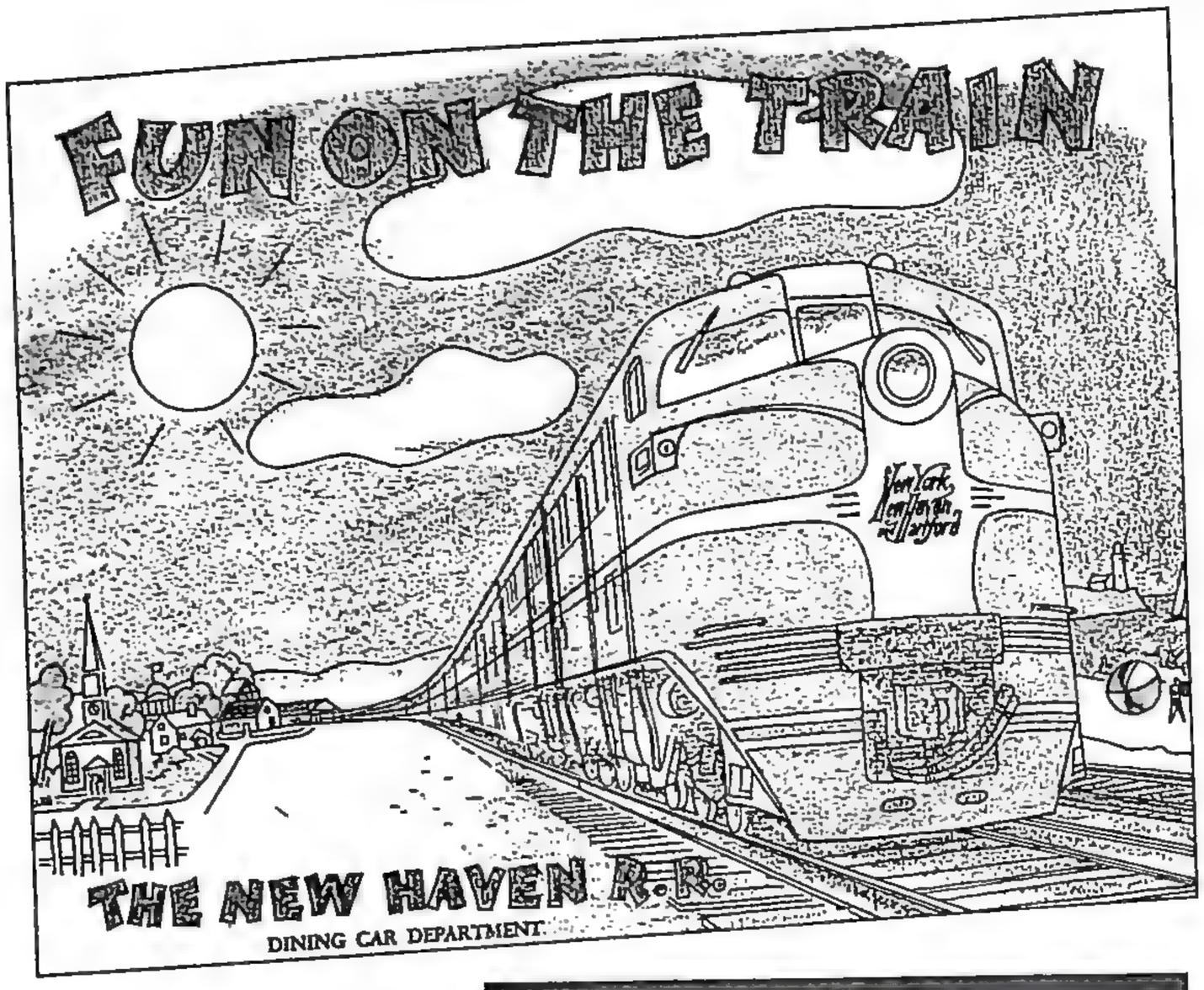


The attractive bas-relief designs stamped on both sides of these aluminum tokens caused many passengers to keep them as souveniers or "lucky" pocket pieces instead of redeeming them for a free cup of coffee in a New Haven diner or grill car. AUTHOR'S COLLECTION



Several different animal shaped children's menus, such as this hippopotamus, were distributed in New Haven dining cars during the late 1930s and early 1940s. AUTHOR'S COLLECTION

BELOW: Hostess Margo Contantineau serves a trio of cub scouts in 1955. DON AND MARGO CONTANTINEAU COLLECTION



This Dining Car Department coloring book was prepared for distribution to children on diners and grill cars.

Cloth travel bags such as this example were presented to children on New Haven diners and grill cars during the late 1950s. BOTH, AUTHOR'S COLLECTION

The Hobby Trains

The New Haven Railroad Passenger Traffic Department came up with a number of novel ideas to help bring in badly needed revenue during the Great Depression. One revolutionary idea was to market passenger trains as a form of entertainment.

The culmination of this concept was the so-called "hobby train" of the late 1930s. The New Haven's hobby trains were special passenger trains for which the train trip was just one element of an overall entertainment package. Many different types of trains, each targeting a specific interest, were operated under the hobby trains banner. For example, the New Haven operated "Snow Trains" for skiers and ice skaters, "Football Specials" for sports fans, "Cycle Trains" for bicyclists, "Camera Trains" for photographers, and "Show Trains" for theatergoers. Some of the earliest hobby trains were special trips to freight yards and other facilities for railroad enthusiasts.

The hobby tr re aggr ly marketed and very well pa d. In fa obby train tickets routinely sol n adva The hobby trains proved to be s reat mo nakers that the New Haven Rai d continu to operate them up until the end of its corpora existence as a result of being merged into the Penn Central.

The New Haven usually ran the hobby trains at night or on weekends to employ equipment and crews that would have otherwise been idle. Every hobby train carried some kind of food service car that served as an extra profit center for the operation. Typically, hobby trains carried grill cars or bar cars but some carried diners. On certain hobby trains, such as the Snow Trains, the food service car remained open for business all the while the train sat on its siding at its destination.

The Merchants Limited Buffet Cars

The *Merchants Limited* operated with two dining cars after 1918. During late April or early May 1940 a special buffet service was introduced on the eastbound and westbound *Merchants Limited.* The new service was offered on board two remodeled heavyweight passenger cars that were fitted with dining car style tables, chairs, and a large buffet table at the Readville Car Shops. These unique buffet cars were used in place of a diner on the *Merchants Limited*, freeing up two dining cars for use on other passenger trains.

The *Merchants Limited* buffet cars were staffed by a hostess, a buffet chef, and a small team of waiters. The buffet chef, who was dressed in a starched white uniform complete with gloves, scarf, and a traditional tall chef's hat, served two "buffet specials" from large polished copper chafing dishes set up on a large buffet table offset to one side in the center of the car. A typical buffet special was a choice of Broiled Leg of Lamb with Mint Sauce or Lobster Newburg with toast points served with a selection of vegetables and some kind of potato. The buffet cost less than a meal in the train's regular dining car and guests were allowed to have a second helping at no extra charge.

The *Merchants Limited* buffet cars lacked kitchens. Thus, the food served on board these cars was prepared elsewhere. Typically, the buffet specials were prepared in advanced of departure in the kitchen of the train's regular dining car or at the Dover Street cook car. However, the dining car's kitchen crew could replenish the buffet en-route if required. The buffet car's chafing dishes were heated by burning Sterno™ to keep meats, cooked vegetables, sauces, and other foods hot.

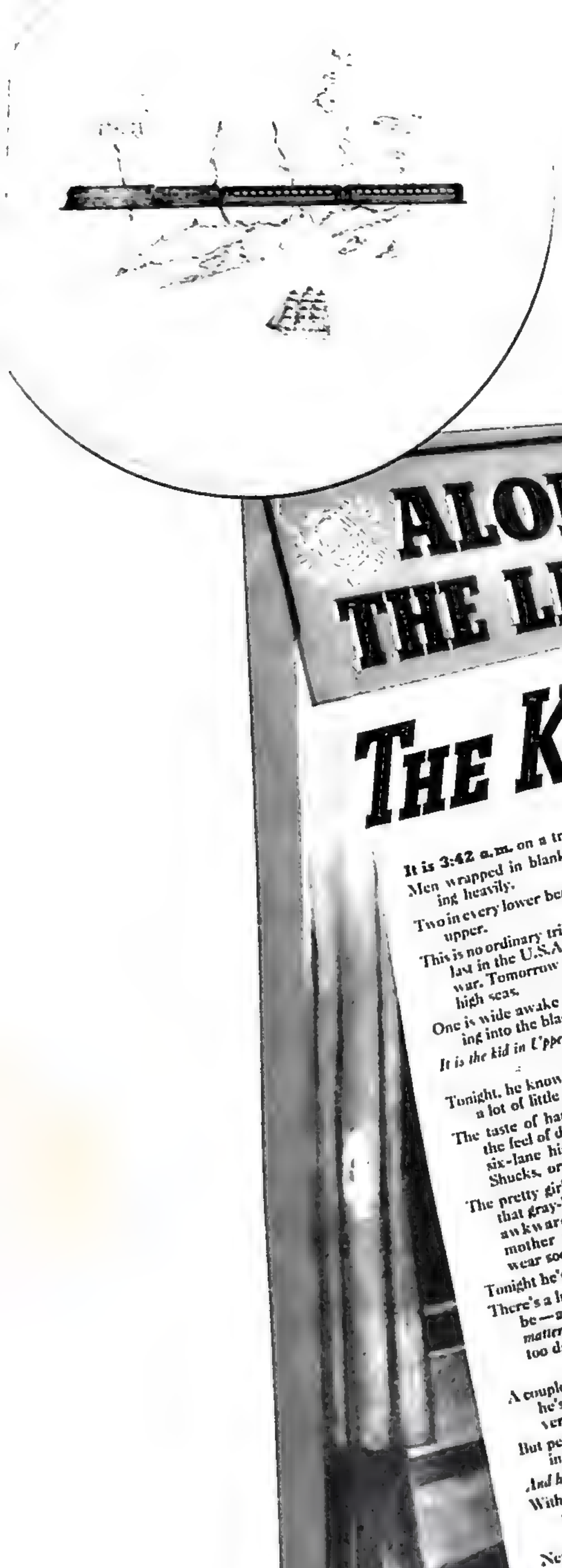
There is evidence that the so-called "Merchants" or "Merchants Limited" china pattern, which was originally purchased for the five original grill cars, was also used on board the *Merchants Limited* buffet cars.

ONE DAY
SNOW TRAINS
TO THE WHITE MOUNTAINS
CRAWFORD NOTCH and FABYAN JAN. 12
$4.00 ROUND TRIP
GOING Read Down
TIME SCHEDULE
RETURNING Read Up
6 10 A M Lv. Providence Due 12 45 A M
6 20 A M Pawtucket Due 12 35 A M
6 40 A M Woonsocket Due 12 15 A M
1 45 P M Due Crawford Notch Lv. 5 13 P M
1 55 P M Due Fabyan Lv 5 00 P M
NORTH WOODSTOCK and LINCOLN FEB. 9
$3.75 ROUND TRIP
GOING Read Down
TIME SCHEDULE
RETURNING Read Up
7 00 A M Lv Providence Due 11 30 P M
7 10 A M Pawtucket Due 11 20 P M
7 30 A M Woonsocket Due 11 00 P M
12 30 P M Due North Woodstock Lv 5 25 P M
12 40 P M Lincoln Lv 5 15 P M
Tickets good only on special Coach Train now on sale at station ticket offices also City Ticket Offices 60 Dorrance St. Providence.
THE NEW HAVEN R. R.
DINING CAR — SPORTS SERVICE CAR

ABOVE: Special hobby train for railroad enthusiasts at Newport, RI, on April 29th 1951. Numerous trips like this during the 1940s, 1950s, and 1960s gave railroad enthusiasts a chance to ride over freight-only routes. Note the streamlined grill car on the string of cars at right. It looks like the train has been split to provide some switching action for the railroad enthusiasts to photograph. BOB'S PHOTO

FAR LEFT: Diners or grill cars were always included as part of the New Haven's popular Snow Trains. In many cases, as on this poster from January 1936, the presence of a food service car on the train was highlighted on promotional materials. AUTHOR'S COLLECTION

LEFT: A Cycle Train dining car menu from 1940. The Cycle Trains were hobby trains which took bicyclists on day trips to scenic locations across southern New England. The railroad equipped the Cycle Trains with a baggage car to handle passenger's bicycles and rental bicycles were always available at a modest price for those who needed them. AUTHOR'S COLLECTION



ALONG THE LINE

THE KID IN UPPER 4

It is 3:42 a.m. on a troop train. Men wrapped in blankets are breathing heavily.

Two in every lower berth. One in every upper.

This is no ordinary trip. It may be their last in the U.S.A. till the end of the war. Tomorrow they will be on the high seas.

One is wide awake . . . listening . . . staring into the blackness.

It is the kid in Upper 4.

* * *

Tonight, he knows, he is leaving behind a lot of little things—and big ones.

The taste of hamburgers and pop . . . the feel of driving a roadster over a six-lane highway . . . a dog named Shucks, or Spot, or Barnacle Bill.

The pretty girl who writes so often . . . that gray-haired man, so proud and awkward at the station . . . the mother who knit the socks he'll wear soon.

Tonight he's thinking them over.

There's a lump in his throat. And maybe—a tear fills his eye. *It doesn't matter, Kid.* Nobody will see . . . it's too dark.

* * *

A couple of thousand miles away, where he's *going*, they don't know him very well.

But people all over the world are waiting, praying for him to come.

And he will come, this kid in Upper 4—With new hope, peace and freedom for a tired, bleeding world.

* * *

Next time you are on the train, *remember the kid in Upper 4.*

If you have to stand enroute—*it is so he may have a seat.*

If there is no berth for you—*it is so that he may sleep.*

If you have to wait for a seat in the diner—*it is so he . . . and thousands like him . . . may have a meal they won't forget in the days to come.*

For to treat him as our most honored guest is the least we can do to pay a mighty debt of gratitude.

THE NEW HAVEN R.R.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.

DECEMBER 1942

The Second World War

Much like the First World War, the Second World War came to the New Haven Railroad several years before the official declaration of hostilities. At that time, New England was still one of America's most heavily industrialized regions. Despite America's official state of neutrality with respect to the conflict in Europe and the Pacific, the Roosevelt administration put the country's industrial base on a gradual war footing throughout the late 1930s. By 1939, America was well on the way to rebuilding its military forces and had become a major supplier of war materials to England, France, China, and the other nations fighting Germany, Italy, and Japan. As was true during the First World War, a large proportion of these war materials were manufactured in or shipped through the New Haven's service territory. Because of this, freight traffic over the railroad, which had dwindled because of the depression, increased dramatically during the years leading up to Pearl Harbor.

The political situation in Europe immediately prior to the war had a dramatic impact upon the New Haven's depression-atrophied passenger business as well. Wealthy people from around the world who were accustomed to vacationing in Europe were alarmed by the threat of war during the late 1930s. Many of these people decided to take their vacations in America instead. Since New England had a long-standing reputation as an excellent vacation spot, New Haven passenger trains began to fill up with wealthy vacationers. As a result, New Haven food service cars, which had seen business fall off because of the depression, began serving increasing numbers of guests during the mid to late 1930s.

The New Haven's passenger business, which had dropped steadily each year after the stock market crash, turned the corner during 1935. A slight but steady upward trend followed. However, the New Haven's passenger business spiked up dramatically between 1939 and 1941 as a result of the New York World's Fair. The fair was directly responsible for attracting many thousands of people to the New Haven's trains and into its food service cars. The New York World's Fair proved to be a bonanza for the New Haven Railroad. Not only did the New Haven transport fair visitors from all over New England to New York City on its regularly scheduled passenger trains, it also ran well-patronized World's Fair excursion trains. Additionally, the railroad operated booths at the fair where people could obtain New England travel literature. The New Haven's high visibility influenced thousands of people from all over the country to tour New England after they finished visiting the fair.

The vacation travel boom triggered by the New York World's Fair lasted for nearly three years. However, it all came to an end after America entered the Second World War on December 7th 1941. With the country at war on two fronts,

FACING PAGE: The New Haven's public relations department created "The Kid In Upper 4," recognized as one of the greatest patriotic advertisements of the Second World War, during late 1942 to explain to civilian passengers the crowding on trains resulting from troop movements. AUTHOR'S COLLECTION

BELOW: Wartime *Knickerbocker Express* with nine cars. The first car behind I-4 class Pacific No. 1356 appears to be a diner. DON AND MARGO CONSTANTINEAU COLLECTION

This patriotic group of Dining Car Department employees is marching in a Boston War Bond parade during the summer of 1943. NEW HAVEN RAILROAD PHOTO

Despite the near d[illegible]rance of [illegible] vacation business, these wa[illegible]ody blo[illegible] to the automobile and airlines, [illegible]ned wi[illegible]ilitary personnel movements, [illegible] in a hu[illegible] overall increase in passenger tra[illegible]ried ove[illegible]e New Haven Railroad. In fact, during the Second World War, the New Haven carried an order of magnitude more passengers over its rails than it ever carried before or would ever carry again. In terms of passenger revenue, the war proved to be a financial windfall for the bankrupt railroad.

The Impact Of Wartime Rationing

The huge wartime passenger traffic loads resulted in a correspondingly high demand for on-board food service. In fact, the New Haven faced a much higher demand for on-board food service during the Second World War than it had ever experienced before. For example, during 1942, the first full year of America's official involvement in the war, the New Haven's food service business increased 80 percent over 1941 and by all previous measures 1941 had been an extremely good year for the railroad. Unfortunately, even though the demand for on-board food service increased dramatically throughout the war years, the New Haven Railroad Dining Car Department was severely constrained by the strict rationing of many basic foodstuffs such as beef, pork, poultry, canned fish, eggs, certain types of cheese, butter, lard, coffee, and sugar.

In an effort to relieve some of the pressure from the crowded diners and grill cars, the Dining Car Department established "box lunch bars" during late 1942 at Boston's South Station and New York's Grand Central Terminal. The box lunch bars were simple plywood booths, similar in appearance to the typical child's lemonade stand, where passengers could purchase a cardboard box containing a chicken salad or ham-and-pickle sandwich, a small bottle of milk, and a piece of fruit. The box lunch bars were mounted on small wheels so they could be easily positioned on the platforms next to departing trains.

The moderately priced box lunches were primarily intended to present passengers with an alternative to patronizing the crowded diners and grill cars. Additionally, the box lunches were carefully planned to incorporate non-rationed foods and leftovers from the New Haven's diners, grill cars, and other food service cars. To attract the attention of the predominantly male passengers of that time, the box lunch bars were staffed by uniformed Grill Car Girls.

LOWER RIGHT: The Dining Car Department had to deal with shortages of nearly everything during the Second World War. On some occasions, as seen here, equipment shortages resulted in the termination of food service on certain scheduled passenger trains.

BELOW: During the Second World War, New Haven food service car guests were encouraged to buy War Stamps with the change from their meals.
BOTH, AUTHOR'S COLLECTION

DISCONTINUANCE
of
DINING SERVICE
on
TRAINS 50 and 415
EFFECTIVE SUNDAY, FEBRUARY 6, 1944
Commencing Sunday, February 6 the grill car now operated on train No. 50, leaving New York (G. C. T.) at 8.27 a.m. for Hartford, Springfield and Boston will be discontinued. The grill car now operated on train No. 415 leaving Springfield at 5.27 p.m. and Hartford at 6.10 p.m. for New Haven also will be discontinued.
On and after February 6 there will be no meal service on either of these trains.
THE NEW HAVEN R. R.

At so oint earl ne war, the New Haven set u old wooden passenger car in the Dover Stree ach yards in South Boston for sandwich mai ng. This "sandwich car," as it was called on the railroad, was staffed by Dining Car Department employees who assembled and wrapped sandwiches for distribution to the box lunch bars, the train boys, and troop trains. The sandwich car may have been a 19th century coach inherited by the New Haven from the New York & New England Railroad.

The chief headache of the New Haven's Dining Car Department during the Second World War was apportioning out rationed foodstuffs in such a way that every food service car received an adequate supply for each day's business. The government provided the New Haven with a monthly allotment of ration stamps that the railroad could use to purchase specified quantities of rationed food items. The only difference between the treatment of the railroads and households in terms of the government's wartime food rationing policy was that the railroads received a greater number of ration stamps on a monthly basis. In terms of supply, the railroads received no preferential treatment and had to seek their own sources of scarce foodstuffs like any other entity. At times, certain foods were extremely difficult, if not impossible, for the Dining Car Department's buyers to obtain. For example, on one day in 1943 buyers had to call on ten different meat suppliers in three cities before enough ham was obtained to satisfy the next day's food service car requirements. Poultry remained in very short supply throughout the war years. Although the Dining Car Department had normally used 30,000 pounds of poultry per week during the immediate prewar years, during the war it was not unusual for the railroad to have to make do with 5,000 pounds of poultry or less.

Canned goods of all kinds were very strictly rationed during the war since they had an obvious military use. However, the rationing of canned fruits and vegetables was not much of a problem for the New Haven since it had always been the railroad's policy to use fresh fruits and vegetables whenever possible.

The New Haven's monthly allotment of food ration stamps was to some degree based upon the average daily number of guests served on board the railroad's food service cars. However, the government purposely provided 30 percent fewer ration stamps than were needed to satisfy the New Haven's minimum requirements to force the railroad to conserve food and eliminate waste. As a result, the Dining Car Department altered menus, reduced portions, and took other creative measures to help deal with food rationing.

Because of the beneficial qualities of caffeine in helping to keep military personnel awake and alert while on duty, coffee was one of the most strictly rationed foodstuffs during the war. As a result, most railroads restricted their passengers to one large cup of coffee in the morning, none at all during lunch, and a small demitasse cup with dinner during the war years. However, the New Haven permitted its passengers to have one large cup of coffee with every meal throughout the war. Additionally, most railroads extended their precious coffee supplies by mixing the grounds with fillers. The New Haven, on the other hand, never altered its traditional coffee blend in any way during the war years.

Grill Car Girls Edna Reeke, Phyllis Jalbert, and Eileen Reeke serve up box lunches at the "box lunch bar" in Boston's South Station. The portable box lunch bars were rolled into position on the platforms next to the most heavily patronized outbound intercity trains. NEW HAVEN PHOTO, AUTHOR'S COLLECTION

Butter and bacon remained in extremely short supply throughout the war. In fact, during most of the war years butter and bacon were not available at all on New Haven food service cars. The Dining Car Department substituted margarine for butter and ham for bacon. Butter and bacon did not return to the New Haven until August 1945. Even so, supplies of bacon were so scarce at that time that it was only available on breakfast menus.

The New Haven Railroad Dining Car Department also had to deal with the rationing or complete unavailability of various non-food supplies during the war. For example, shoes were strictly rationed and the New Haven had to petition the government to issue extra shoe ration stamps to the women who worked on the railroad's food service cars. The Grill Car Girls and other women who worked on the New Haven's food service cars were constantly on their feet and therefore wore their shoes out at higher rates than the typical female workers of that time. Additionally, the women were reluctant to "waste" their

precious No. 17 ration coupons on the unattractive uniform shoes that the New Haven required them to wear while on duty.

The strict wartime rationing and conservation of metals forced the New Haven to reduce the quantity of silverware used on each dining car table setting. Before the war, a typical New Haven Railroad dining car place setting utilized many redundant pieces of silverware. For example, different kinds of spoons were traditionally used for soup, dessert, coffee, iced tea, etc. During the war, dining car guests had to make do with a single knife, fork, and spoon instead of the six utensils that the railroad had customarily set on each place setting before the war.

The New Haven was completely cut off from its traditional supply of Irish linen during the war. To replace the unavailable linen, the Dining Car Department switched to specially treated cotton tablecloths. These cotton tablecloths lost their sheen after 60 or 70 washings and wore out about twice as quickly as Irish linen so the railroad immediately switched back to linen after the war ended. During the war, seamstresses at the Readville Car Shops cut tablecloths into napkins when they became so worn out that they were no longer suitable for covering dining car tables.

Although supplies of coal were never a problem for the railroad throughout the war the Dining Car Department carefully doled out its continued availability for purposes other than direct transportation purposes because the overwhelming majority of dining cars at that time were all fueled by coal.

LOWER RIGHT: Steward Leo Hauser points to a sign hung on the door of his dining car which indicates that the car is closed to civilians while military passengers are being fed.

BELOW: Steward A. L. Young checks up on the "government order" meal served to two soldiers in his New Haven dining car. Government meal orders were forms issued to military personnel traveling on normal passenger trains as opposed to special troop trains. Each form could be redeemed for a modestly priced meal in a diner or grill car. BOTH, NEW HAVEN RAILROAD, DON AND MARGO CONSTANTINEAU COLLECTION

Wartime Military Movements

Numerous military bases were located in southern New England during the Second World War. Many of these bases were newly established, having been built just before or after the formal declaration of hostilities. Additionally, the cities of Boston and New York were important ports of embarkation for troop ships. Because of this, the New Haven carried enormous numbers of military passengers during the years leading up to the war and through the demobilization period after the end of the war on September 2nd 1945. Many military passengers ate on board the railroad's diners, grill cars, and other food service cars. During the war, the New Haven Railroad served nearly one million meals per year just to military personnel.

For the most part, the New Haven's military business was fairly consistent during the war years and the railroad was usually able to make appropriate arrangements well enough in advance to adequately feed its military passengers. On occasion, large groups of soldiers, sailors, or airman would appear on scheduled passenger trains without previous notice. Grill Car Girl Catherine Quinlan remembers having to scramble on such occasions to serve as many as a thousand soldiers or sailors on her grill car during wartime runs between Boston and New York City. On one train loaded with sailors, former New Haven Railroad Dining Car Department Superintendent Edward Rockett Jr., who was at that time a dining car steward, had to tap ten kegs of beer. Each of these kegs yielded about 120 glasses of beer!

On the New Haven, military personnel traveled both on regularly scheduled passenger trains and on special troop trains. Whenever military people traveled on scheduled trains, the New Haven's official policy was to feed them before feeding civilians. Signs were posted on the entrances to diners and grill cars and leaflets were left on coach seats to alert civilian passengers that military personnel would get priority service. When large groups of military people rode on scheduled trains, the food service cars would

oft complete to civilians while the mil passenger served. On scheduled trai at were ve vily patronized by the mili such as those which ran Between Boston and Washington, DC, it was not unusual for the diners and grill cars to be closed to civilians for several hours at a time. Sometimes the New Haven's preferential treatment policy caused altercations between civilian passengers, military personnel, and food service car crews.

Dedicated troop trains brought another set of challenges to the New Haven Railroad Dining Car Department. Generally, troop trains operated under some measure of security. Thus, troop trains often appeared on the railroad with very little prior warning. This could be a big problem when, as sometimes occurred, the Dining Car Department was asked by military authorities to provide several hundred box lunches for a troop train with only a few hours prior notice. In one case during April 1942, the Dover Street commissary was given a little over a half hour to prepare 225 box lunches that had to be trucked to a troop train stopped at Worcester, MA! On many troop trains, military field kitchens were set up in baggage cars and the railroad was only asked to furnish raw foodstuffs and dispose of the garbage. On some occasions, New Haven dining cars and their crews accompanied troop trains far outside the railroad's service territory. New Haven diners assigned to troop trains frequently operated off line as far south as Florida and as far north as New Brunswick, Canada.

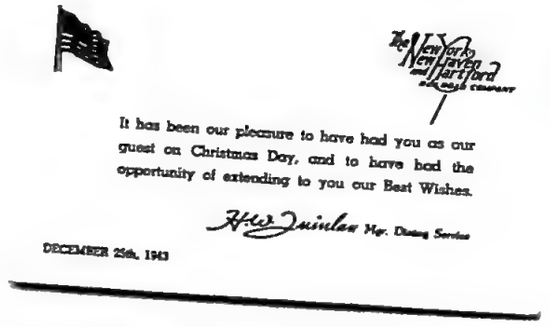
When the war began, the New Haven Railroad had 30 dining cars in service. With the cooperation of the Traffic Department and the Mechanical Department, which assisted the Dining Car Department in developing innovative scheduling and servicing schemes for dining cars, six fewer cars were required to handle the railroad's normal passenger service during the war years. These "spare" dining cars were available for use on troop trains.

Special Service For The Troops

Throughout the Second World War, the New Haven gave all uniformed military personnel traveling over the railroad while on leave, furlough, or a weekend pass a 10% discount on all food and beverage purchases. This discount was honored on diners, grill cars, and all other New Haven owned passenger cars offering refreshment service.

In December 1943, New Haven Railroad Dining Car Department Superintendent Harold Quinlan obtained permission from the trustees to serve a free dinner to military passengers who had to travel over the railroad on Christmas Day. Quinlan's subsequent directive to his staff stated, "Traveling on Christmas Day is certainly a hardship at best and it is our purpose to ease such hardship by this friendly gesture. I expect each steward and hostess to see to it that every service man and woman is accorded this courtesy in a polite and gracious manner and in such a way as to merit the good-will that such a gesture should create."

On Christmas Day 1943 the New Haven Railroad Dining Car Department served 1,950 free dinners to servicemen and women in addition to meals served to civilian travelers. The free dinner was a traditional New England holiday feast featuring roast turkey with dressing, mashed potatoes, two vegetables, cranberry sauce, soup, salad, fruit juice, and dessert. This kind and patriotic gesture generated such a flood of letters from grateful military men and women that the railroad decided to continue to offer military passengers a free Christmas dinner for the duration of the war. During 1944 and 1945 the New Haven served 3,075 and 1,862 free Christmas dinners, respectively, to military passengers.


It has been our pleasure to have had you as our guest on Christmas Day, and to have had the opportunity of extending to you our Best Wishes.
H.W. Quinlan Mgr. Dining Service
DECEMBER 25th, 1943

This small card was presented to every serviceman or woman who ate onboard a New Haven Railroad diner or grill car on Christmas Day 1943. During the war, the New Haven presented a free holiday meal, with all the trimmings, to military travelers on board its trains.
J. W. SWANBERG COLLECTION

Dealing With Wartime Manpower Shortages

The war placed unprecedented demands upon every class of manpower employed by the New Haven Railroad. Despite the importance of the railroads to the war effort, large numbers of railroad men volunteered for or were drafted into military service. All during the war, the New Haven had to deal with chronic manpower shortages exacerbated by greatly increased workloads.

The Dining Car Department, like every organization on the railroad, had to apply creative solutions to deal with wartime manpower problems. In many cases, there were insufficient cooks, waiters, chefs, countermen, bar attendants, dishwashers, stewards, and other men available to provide full crews for the New Haven's food service cars. Many cars were simply sent out over the road without the proper number of crewmen. Often, food service car crewmen had to work substantial amounts of overtime or even double shifts. Such conditions caused hardships for the already over-burdened food service car crewmen.

Female grill car attendants were sometimes employed on dining cars during the Second World War to replace male waiters. The "Reeke Twins," Edna and Eileen, are seen here standing at the bar on dining car 5231, the *Nathan Hale*, during the Second World War. NEW HAVEN RAILROAD PHOTO, COLLECTION OF EDNA AND EILEEN REEKE

assigned to grill car duties, l sses continued to work on c ional dir ars long after the war ended. ., by 194 e Dining Car Department had different rity rosters for hostesses, one for dining car l esses and the other for grill car hostesses. Dining car hostesses were assigned to trains by the management as required. Grill car hostesses, on the other hand, bid for specific runs and were placed on trains according to their seniority. The two wartime hostess rosters were consolidated into one roster during the late 1940s.

One creative solution applied by the New Haven Railroad Dining Car Department to deal with the manpower shortages on grill cars was to temporarily assign women to work as countermen, bar attendants, and dishwashers. Although this arrangement was supposed to have been a temporary wartime measure, at least one "counterwoman" continued to work in grill car kitchens up through the 1950s.

Another related measure, intended to help stewards deal with the wartime crowds in the dining cars, was to assign grill car hostesses to work on board diners. Unlike the women temporarily

Wartime Changes To The Yankee Clipper

Prior to the Second World War, many of the New Haven's higher-class named passenger trains operated with unvarying tradition-bound consists. In fact, it was possible to identify many New Haven Railroad passenger trains by the cars they carried. The enormous wartime passenger loads forced the New Haven to alter the consists of many trains by adding additional cars.

Coaches were added to the formerly all-parlor car *Yankee Clipper* starting in the spring of 1940 to increase the train's seating capacity to accommodate a dramatic increase in passenger travel between Boston and New York caused by the Roosevelt administration's eleventh-hour military build-up and by the New York World's Fair. This change was supposed to be a temporary expedient measure. However, the New Haven continued to operate the *Yankee Clipper* with coaches during the postwar years. Thus, the Second World War permanently ended the all-parlor car era for the *Yankee Clipper*.

The wartime *Yankee Clipper* is seen here passing through Sharon, MA, on April 18th 1943. A grill car was added to the consist of the *Yankee Clipper* during the Second World War to help the dining car crew handle the increased wartime passenger loads.
J. W. SWANBERG COLLECTION

T *nkee Clip* artime consist also include rill car to the dining car crew deal wit e train's greater patronage. Typically, the wartime *Yankee Clipper's* dining car was reserved for parlor car passengers while the grill car served those passengers riding in the coaches.

Homemade Grill Cars

The New Haven's five original lightweight grill cars were extremely popular with passengers right from their introduction in 1937. Despite the great demand for grill car service, the bankrupt railroad could not afford to purchase additional units during the late 1930s. As the war approached and the New Haven's financial condition improved, the military's demand for steel made it impossible for Pullman-Standard to provide new grill cars anyway.

During 1941 and 1942 the New Haven took matters into its own hands. Five heavyweight steel coaches from the 7800 series were sent to the Readville Car Shops and transformed into homemade grill cars. The interiors of the coaches were completely gutted. They were then refitted with tables, bench seating, and kitchen compartments similar in appearance to those used on the original Pullman-Standard lightweight grill cars.

Unlike the original lightweight grill cars, which had centrally located kitchen compartments, the five homemade grill cars had their kitchens positioned at one end of the car to present an unbroken dining area. The charcoal grill areas of the homemade grill cars were completely enclosed, unlike the grill areas on the original lightweight grill cars. The only opening in the kitchen compartments of the homemade grill cars was the combined bar and service counter fitted at the dining room end.

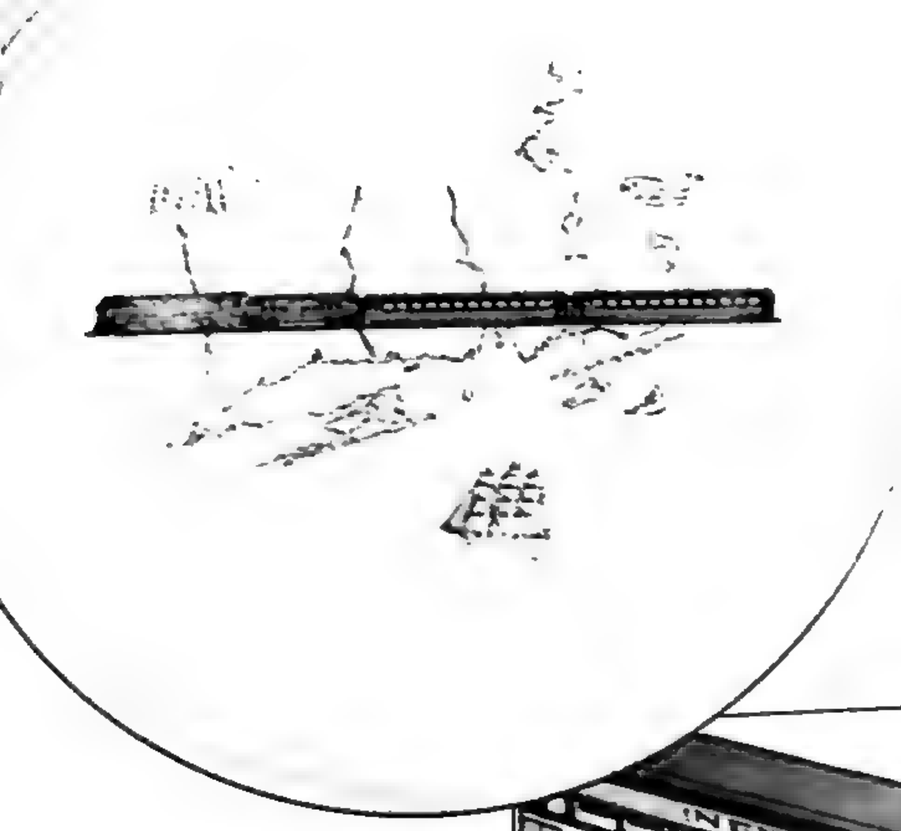
The interiors of the homemade grill cars were furnished with rustic wood paneling and colonial theme decorations. This was unlike the original lightweight grill cars, which had modernistic Art Deco interiors. In many respects the homemade grill cars predicted the interior configuration and styling of the stainless steel-sheathed streamlined grill cars that the New Haven ordered from Pullman-Standard after the war.

The homemade grill cars were numbered 5205 through 5209. At least two cars, the 5205 and the 5206, were eventually provided with names. These cars were named *Blue Anchor Tavern* and *Golden Ball Tavern*, respectively. Apparently the homemade grill cars were only operated for a few years after the end of the war.

Interior shot of homemade grill car, *Blue Anchor Tavern* (5205), looking towards the service bar and kitchen compartment. The back wall of the service bar is decorated with a carving of an early passenger train of the Boston & Providence Railroad.
NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION VIA DAVID PETERS SR.

Special Training In Food Sanitation

During late 1945, every New Haven Railroad Dining Car Department employee—809 people in all—participated in a special food sanitation workshop presented by members of the United States Public Health Service. Over the course of several days, four different half-day presentations were delivered to New Haven food service personnel in Boston and New York City. The Public Health Service had a number of instructors posted around the country presenting this workshop to every major passenger-carrying railroad at that time. The New Haven received an award from the government for being the first railroad in America to put its entire food service staff through what employees called "the germ class."



Dining on the Shore Line Route

4

The New York New Haven and Hartford Railroad Co.

Just Ahead!

FINER PASSENGER EQUIPMENT
For Southern New England

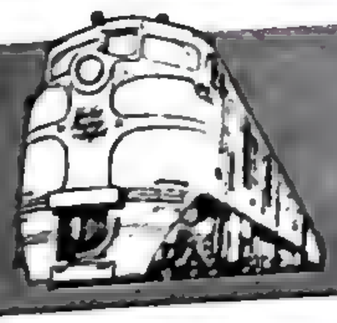
180 new, lightweight, stainless steel passenger cars, costing $13,-500,000 to be ready in 1947 . . . 27 new sleeping cars and 45 new Diesel-Electric locomotives also included in new equipment schedule.

WE are preparing to meet the public's post-war travel urge with the best passenger equipment we have ever operated. First in line is a fleet of modern, stainless steel passenger cars embodying the results of three years' intensive research. Included in this order are 103 coaches, 10 dining cars, 15 grill cars and 52 lounge, parlor and observation cars.

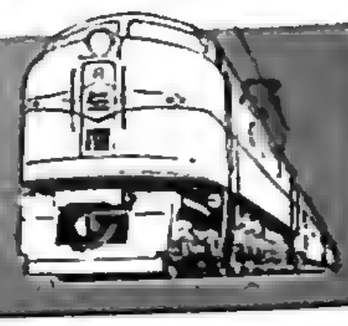
Incorporated in these ultra-modern cars will be such useful and attractive appointments as completely diffused, glareless and shadowless lighting . . . luxurious reclining seats . . . wide, double-pane, clear-view windows . . . electric water coolers . . . and improved rest room facilities. Each coach will be equipped with its own smoking lounge separated by a glass partition from the main section of the car.

27 new sleeping cars, equipped with the latest smooth-riding devices, are planned for use on the New York-Boston "Owl" and on the "Federal Express" between Boston and Washington. 45 new 1500 horsepower Diesel-Electrics . . . in addition to the 60 modern Diesel-Electric road locomotives previously acquired . . . will, along with modern steam and electric locomotives, assure the utmost versatility in our motive power.

545 passenger trains a day is our average in this thriving New York-New England territory. With convenient schedules and courteous employees, plus new improved equipment, we are preparing to make travel in New England a pleasant adventure for everyone who "goes New Haven".



THE NEW HAVEN R. R.



The New Haven's Postwar Era

Wartime railroading was a demanding 24-hour, seven-day operation. The Second World War came on the heels of the Great Depression that had forced the New Haven into bankruptcy. One of the ways that the cash-strapped railroad managed to hang on during the depression was by cutting back on its maintenance expenditures. As a result, the New Haven had to meet the grueling transportation demands of the Second World War with equipment that had been, for the most part, rather poorly maintained for many years. Some equipment had been literally pulled off the scrap lines and quickly patched together for wartime service. Consequently, as the war drew to a close, a significant proportion of the New Haven's equipment had been completely worn out.

Despite its extremely detrimental impact on equipment, the war was a financial bonanza for the cash-strapped railroad. The wartime business pulled the New Haven out of its financial difficulties. Indeed, the railroad emerged from bankruptcy on September 18th 1947. As the war's end approached, there was a perceived need for the New Haven to make a fresh start with new passenger equipment to lure the traveling public away from the automobiles and airliners that were expected to have a predominant role in the transportation matrix of the postwar era.

Unlike the situation during the First World War, where steel had remained plentiful enough that Pullman was able to build two new dining cars for the *Merchants Limited*, extremely strict materials rationing during the Second World War made it impossible for the New Haven to obtain any new passenger cars between 1941 and 1945. So, the railroad did the next best thing. During 1943 the New Haven put a research team to work planning a totally new passenger car fleet for the postwar era.

Among other things, the research team conducted exhaustive tests of different types of passenger car floor arrangements, furnishings, and other features using a full-scale interior mockup assembled at the Readville Car Shops. As a result of these efforts, the New Haven was prepared to place orders for new passenger cars as soon as the War Production Board lifted its restrictions on the use of steel and other important strategic materials. In late 1945 the New Haven placed orders with Pullman-Standard for 207 new passenger cars. The new cars, which cost about 20 million dollars, were delivered to the railroad in several batches between 1947 and 1950.

The postwar Pullman-Standard passenger cars shared many features with the prewar lightweight coaches and grill cars. The majority of the postwar cars were built at the same Osgood Bradley plant in Worcester where the prewar lightweight cars had been assembled. However, a few of the new cars were built at Pullman-Standard's Calumet, IL, plant. All of the New Haven's postwar passenger cars shared the same basic Cor-Ten alloy steel construction and streamlined semi-tubular exterior design. With the exception of the sleeping cars, which had squared-off roof ends, all of the New Haven's postwar passenger cars had the same turtle-backed roofline as the prewar lightweight cars.

Perhaps the most dramatic difference between the New Haven's prewar and postwar passenger cars was the application of fluted stainless steel siding above and below the window lines of the postwar cars. The window lines of the postwar cars were finished in hunter green paint to present a stylish contrast with the gleaming stainless steel. There is some evidence that many or all of the postwar passenger cars were delivered with hunter green roofs. However, it appears that the railroad quickly repainted the green roofs black to

FACING PAGE: The New Haven was extremely proud of its plans to completely re-equip its mainline passenger trains with new streamlined cars and diesel locomotives. The public was kept apprised of the railroad's progress in print advertisements such as this example from early 1946.

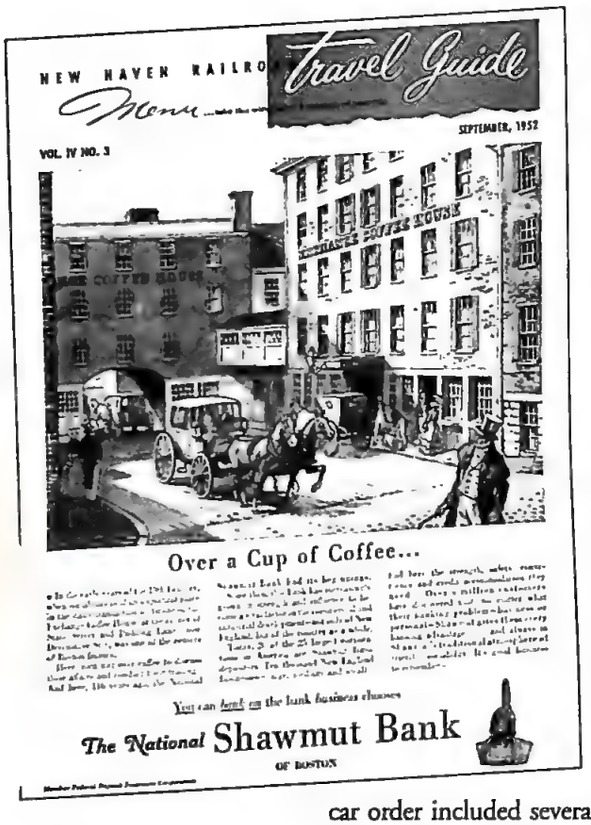
BELOW: Diners and grill cars both had an important role in the New Haven's postwar passenger fleet. In fact, many postwar New Haven playing card decks were issued with playing card-sized advertisements for the railroad's diner and grill car service.
BOTH, AUTHOR'S COLLECTION

DINE EN ROUTE
Leisurely in New Haven DINING CARS . . . serving delicious food and refreshments courteously, efficiently.
Economically in New Haven GRILL CARS where you may order anything from a cup of coffee to a complete meal at low cafeteria prices! Grill, bar and fountain service.
THE NEW HAVEN R.R.

camouflage the effects of exposure to locomotive smoke and soot.

The shiny, fluted stainless steel siding applied to the postwar passenger cars provided an impression of high speed even when the cars were at rest. Because of this, the postwar cars were referred to as "streamlined" cars by the New Haven Railroad to differentiate them from the prewar "lightweight" cars.

Unfortunately, the stainless steel siding applied to the postwar streamlined passenger cars concealed a serious design flaw. Unlike the gleaming all-stainless steel passenger cars manufactured by the Budd Company, which Pullman-Standard tried to copy, the stainless steel siding on the P-S cars was only a cosmetic shell applied on top of a Cor-Ten alloy steel substructure. The galvanic action of the dissimilar metals, combined with the siding's tendency to trap and retain water and dirt, resulted in serious corrosion of the Cor-Ten alloy steel substructure. This corrosion, which festered undetected behind the shiny facades of these cars for two decades, was a major factor in the rejection of most former New Haven passenger cars by Amtrak.



This New Haven Railroad travel guide menu from September 1952 was literally packed with paid advertising from cover to cover. The front cover plugged Boston's Shawmut Bank and the back cover featured a full-page advertisement for Ballantine's Ale. Inside, passengers found not only a dining car menu, but also announcements of special events in Boston and New York City and advertisements for New England businesses and products. AUTHOR'S COLLECTION

New Haven's postwar P-S passenger car order included several types of cars equipped for food service, including ten new diners and 15 new grill cars. The order also included new baggage-parlor-lounge cars, baggage-lounge cars, drawing-room-parlor-lounge cars, tavern-lounge-observation cars, and other passenger cars that were equipped with buffet or beverage service facilities.

Menus That Paid Their Own Way

During the late 1940s, the New Haven Railroad Dining Car Department transformed diner and grill car menus into travel guides that passengers were encouraged to take home with them as souvenirs of their trip. Each travel guide/menu was filled with useful suggestions for things to do and see while visiting [illegible] New Engla[illegible] id was loaded with paid [illegible] ements. [illegible] t, the advertising revenu[illegible] d all costs [illegible] ociated with printing these [illegible] and presen[illegible] he railroad with a small profit too.

Not only did the New Haven's innovative menus earn money for the railroad, but by encouraging passengers to take the menus home with them, passengers were provided with an alternative to stealing more expensive souvenirs such as silverware, ashtrays, or crockery. In fact, it was the traditional theft of such items by souvenir seekers that caused the railroads to monogram nearly every article of tableware used on board food service cars!

The New Haven changed the menus used on food service cars on a monthly basis. Every month, an all-day "menu meeting" was conducted at the Dining Car Department's headquarters in the Dover Street yards in South Boston. During these meetings, the Dining Car Department Superintendent met with his staff to plan the menus that would be used during the following month on diners, grill cars, and other food service cars.

Radiotelephone Service

In September 1948 the New Haven Railroad implemented radiotelephone service on the *Merchants Limited* and the *Yankee Clipper* in cooperation with the Southern New England Telephone Company, the New England Telegraph & Telephone Company, and the New York Telephone Company. This service was provided on board the recently delivered streamlined drawing room-parlor-lounge cars *Putnam County* and *New London County* and the streamlined combination-baggage-lounge cars *Berkshire County* and *Kings County*. One of these radiotelephone-equipped cars was part of the *Merchants Limited* and *Yankee Clipper* through the mid-1950s.

The radiotelephone equipment, which allowed passengers to place calls to any telephone number, was operated by Dining Car Department hostesses. The radiotelephone operator's jobs were considered very desirable and hostesses bid for them on the basis of their seniority.

Alice McGillicuddy was a grill car and dining car hostess who also served as a radiotelephone operator. Alice typically placed 30 to 50 radiotelephone calls per trip. Most of the passengers who took advantage of this service were men and most of the calls placed were long distance business calls. However, some passengers used the

radiotelephone to greet friends who lived in cities and towns along the route as the train passed by.

During November 1948 a passenger used the radiotelephone equipment on the *Merchants Limited* to call a friend who was en-route to New York from Europe on board the ocean liner *Queen Elizabeth*. At the time of the call, the Cunard liner was 1,400 miles out to sea but it only took radiotelephone operator Arlene Driscoll about three minutes to place the call with the ship.

The radiotelephone equipment could handle incoming calls but such calls were infrequent. Whenever an incoming call was received, the radiotelephone operator used the train's intercom system to page the passenger who was being called. The New Haven abolished radiotelephone service during 1956.

The drawing room-parlor-lounge car *Putnam County* was one of four streamlined parlor cars that were equipped to provide radiotelephone service for the *Merchants Limited* and *Yankee Clipper*. Note the radio antennae mounted on each end of this car. PULLMAN-STANDARD

Radiotelephone operator Judy Dawson places a call for a passenger on the *Merchants Limited* during late 1948. Prior to the establishment of radiotelephone service, a conventional telephone with a long extension cord was brought out to the observation cars on the *Merchants Limited* and *Yankee Clipper* for use of passengers during the final half hour prior to the trains' scheduled departure from South Station or Grand Central Terminal. NEW HAVEN PHOTO, AUTHOR'S COLLECTION

The Streamlined Diners

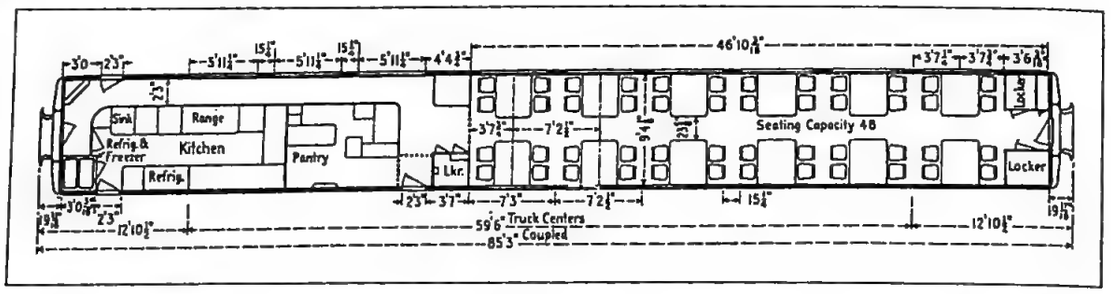
The New Haven's wartime research team considered a number of innovative configurations for postwar dining cars. Among these were plans for large twin-unit diners that would have combined the features of a conventional dining car, grill car, and bar car in two permanently coupled articulated units. However, when the time came to actually place orders for new passenger equipment with Pullman-Standard, the New Haven decided to stick with a modern but essentially conventional dining car design.

The New Haven's postwar passenger car order included ten streamlined dining cars that were built at Pullman-Standard's Calumet facility. These cars were delivered to the New Haven during July 1949.

The new streamlined diners were up to date in every way. The cars incorporated advanced design features such as the use of ultraviolet lamps to sterilize food preparation areas and water supplies. Unlike earlier cars, in which dishes and tableware had to be washed by hand, the new diners were fitted with automatic dishwashing machines. The compact kitchens, which were designed to be functional as well as easy to clean, had gleaming stainless steel surfaces all around.

The ten streamlined diners were shipped from the factory with at least four different interior decoration treatments in their dining areas. The interiors, which were based upon colonial New England themes, featured slightly different combinations of wall paneling, decorative mirrors, and window curtains.

ABOVE: The *Lewis Morris* was one of ten streamlined dining cars built for the New Haven by Pullman-Standard after the Second World War. They were similar in external appearance to the postwar grill cars. However, unlike the grill cars, which had two external service doors, one per side, the streamlined dining cars were fitted with three external service doors. Each streamlined diner had one door on one side to ease the loading and unloading of material from the dining compartment and two doors on the other side which opened directly into the car's kitchen. P-S PHOTO

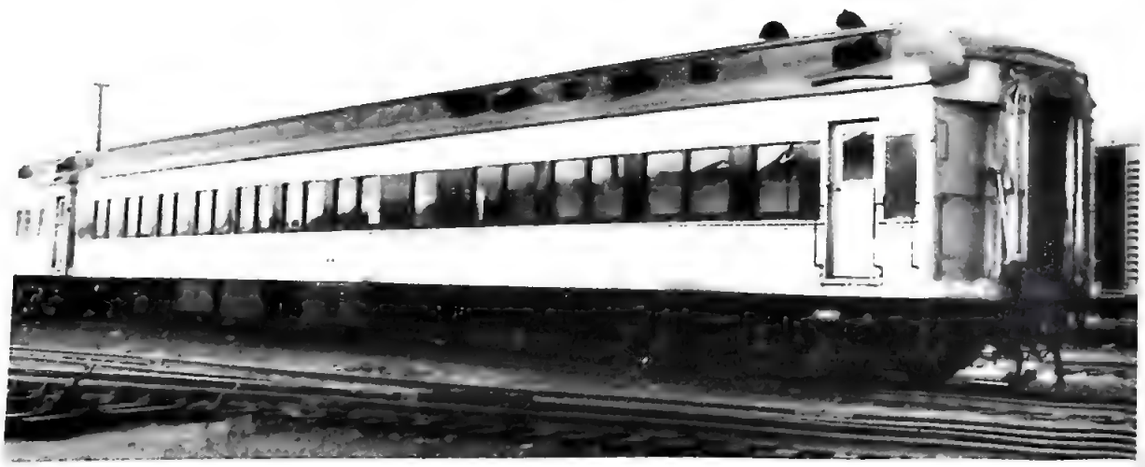


ABOVE RIGHT: The interior arrangements of the new streamlined diners, with their kitchens at one end and the dining compartment at the other, had a pedigree which extended back to the earliest dining cars of the 19th century. RAILWAY AGE

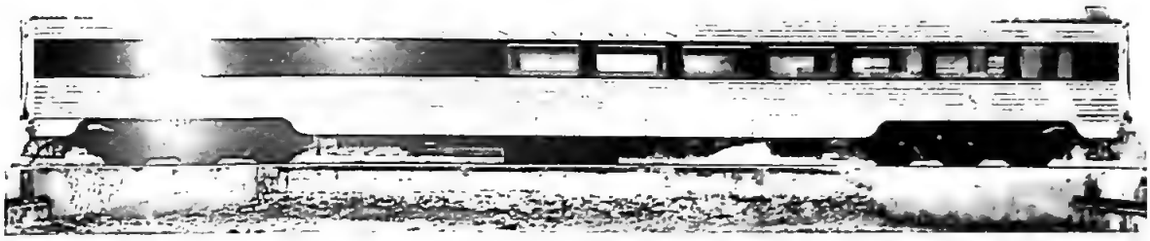
Each streamlined diner was named after a founding member of the original Plymouth Colony—*Jonathan Edwards*, *Samuel Huntington*, *Lewis Morris*, *Roger Sherman*, *William Williams*, *Myles Standish*, *John Alden*, *John Carver*, *William Bradford*, and *William Brewster*—and they proudly carried their names on long stainless steel side panels.

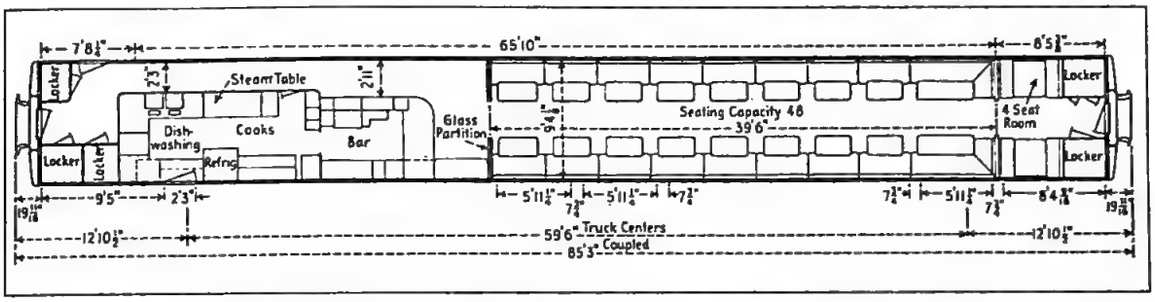
The new streamlined dining cars were initially put into service on the highest-class named Shore Line Route passenger trains such as the *Merchants Limited*, the *Yankee Clipper*, the *Mayflower*, the *Patriot*, and the *Commander*. Their introduction resulted in many of the older heavyweight diners being shifted to secondary trains, seasonal trains, work trains, standby service, or the scrap line. Despite this, several older dining cars remained in revenue service on the New Haven Railroad through the late 1950s.

A few of these cars were modified at Readville to be more compatible with the new streamlined equipment. These modified heavyweight diners were fitted with outside swing-hanger trucks for an improved ride. Some of the updated heavyweight cars were painted silver, or silver with a green window band, to help them blend in with the stainless steel sheathed equipment. At least two heavyweight dining cars, the *Louisburg Square* and the *Carol Boardman*, retained their silver paint through 1956.



Heavyweight diner 5244, the *Louisburg Square*, is in storage at the Readville Car Shops during the mid-1950s in silver paint with a green window band. It is coupled to another heavyweight dining car which is in all-silver paint. J. W. SWANBERG COLLECTION VIA TOM S. MARTORANO





Car number 960 was one of fifteen streamlined grill cars built for the New Haven by P-S after the Second World War. Although similar in many respects to the five original pre-war grill cars, the new streamlined cars were completely different inside and out. PULLMAN-STANDARD

The streamlined grill cars differed from the original lightweights in that the new cars' kitchen compartments were located at one end, like a conventional diner, instead of in the center. The new cars were also fitted with six-wheel trucks instead of the four-wheel trucks used on the older cars. RAILWAY AGE

The Streamlined Grill Cars

The New Haven's five original grill cars had been an unqualified success. In fact, the concept proved so successful that the railroad transformed five old coaches into grill cars. Thus, it is not surprising that the New Haven's wartime research team ensured that new grill cars would be a major element of the postwar passenger car fleet.

The New Haven ordered 15 new streamlined grill cars from P-S after the war. The new grill cars were built at the Osgood Bradley plant in Worcester and delivered to the railroad during July 1949. The fact that the New Haven ordered far more grill cars than dining cars is indicative of the high regard that the railroad had for the grill car concept.

The streamlined grill cars were similar in most respects to the original prewar lightweight cars. Apparently the New Haven's wartime research team did not want to tamper too much with what had been a great success. However, unlike the prewar grill cars, which had two dining rooms separated by a central kitchen, the kitchens on the postwar grill cars were installed at one end of the car. The interior configuration of the postwar grill cars was nearly identical to the five homemade grill cars that the New Haven's shop forces rebuilt from heavyweight coaches during 1941 and 1942. The end-mounted kitchens gave the new streamlined grill cars one long undivided dining room. This unbroken dining area made things somewhat easier for the hostesses, who only had to supervise one dining area instead of two.

A very important feature of the postwar grill cars was the external service door mounted on each side of the car on the kitchen end. These doors, which the prewar grill cars lacked, made the loading of supplies onboard the cars much easier.

In common with the New Haven's new diners, the streamlined grill cars were delivered with several slightly different New England theme interior decoration treatments. However, unlike the new diners, the streamlined grill cars were numbered, not named.

The gleaming stainless steel sheathed streamlined grill cars made the older green painted grill cars seem obsolete in comparison. Consequently, the five original prewar lightweight grill cars were converted into coaches at the Readville Car Shops during 1952. It seems likely that the five homemade grill cars were scrapped around the same time.

There is evidence that the New Haven's popular "Grill Car China," the pattern with plates decorated with a picture of a passenger train superimposed over the map of New England, was retired from revenue service when the

A P-S streamlined grill car is on the end of the westbound *Senator* at Canton Junction, MA, shortly after delivery. The *Senator*, which ran in both directions between Boston and Washington, DC, was jointly operated by the New Haven and the Pennsylvania. The train usually ran with New Haven cars in one direction and PRR cars in the other direction. During the 1950s and 1960s the New Haven normally contributed a grill car or diner and the PRR a coffee shop car or diner. B. F. CUTLER PHOTO, J. W. SWANBERG COLLECTION

TOP: Attendants Catherine Quinlan and Mary Hefler flank hostess Mary Tierney on board a streamlined grill car in 1952. The hostess typically carried a small stack of menus. As the hostess seated guests, the guests would be handed a menu and then assigned to an attendant.

MIDDLE: Attendant Catherine Quinlan passes a food order to colleagues James Council and James Duggan at the service counter of their streamlined grill car in this 1952 photo.

BOTTOM: Attendants Mary Hefler (left) and Ada Mae Husted (right) along with hostess Mary Tierney (center) serve guests on board their streamlined grill car on a run from Boston to New York City in 1952. Check out the "boondocker"-style uniform shoes. Though sensible to wear on a moving train, the women hated them. A passenger once told an exceptionally attractive colleague of grill car attendant Catherine Quinlan, "You are so beautiful until you get on your feet and then you look like DiMaggio," the point being that ballplayer Joe DiMaggio wore size-ten shoes! ALL, CATHERINE QUINLAN COLLECTION

five prewar grill cars were transformed into coaches. Grill Car Girls who worked on the streamlined grill cars during the 1950s and 1960s recall that the "Platinum Blue" and "Caribe" china patterns were typically used on board these cars.

The Old Saybrook China Pattern

The New Haven's Dining Car Department introduced a new china pattern when the streamlined diners and grill cars went into service. This china, which is known to collectors as the "Old Saybrook" pattern, was a white ware decorated with a blue pinstripe and colonial style New England village scene. The only articles in this pattern that were actually marked as railroad property were the 9-1/2-inch diameter dinner plates. These plates had "New Haven R.R." printed in blue under the New England village scene.

LEFT: This photograph, taken on the *Yankee Clipper* a few days after the first streamlined grill car went into service, shows Old Saybrook china in use. If you look closely at the coffee cup on the left side of the photo and the plates on the right you can see the characteristic blue rim stripe of the Old Saybrook pattern. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

BELOW: The Old Saybrook pattern, Luckin NH-9, is white in color. Pieces are decorated with a blue pinstripe and New England village scene. Only the large dinner plates, as seen here, were marked with the railroad's name. RICHARD W. LUCKIN COLLECTION

According to former New Haven Dining Car Department employees, the Old Saybrook pattern china was purchased for the diners and grill cars that were assigned to the *Merchants Limited* and the *Yankee Clipper*. At least three streamlined dining cars—the *Lewis Morris*, the *Samuel Huntington*, and the *William Brewster*—were delivered with window curtains decorated with the same New England village scene featured on the Old Saybrook china. It is possible that these three dining cars were originally intended for the *Merchants Limited* and *Yankee Clipper* and the curtains were intended to complement the Old Saybrook china.

The Famous Bar Cars

The bar cars, or tavern cars as they were often called when employed in mainline service, were an extremely popular element of the New Haven's postwar food service operations.

TOP: The cryptic "V:XI G.B.C." painted on the side of this former Pullman parlor car stands for "5:11 Gentlemen's Bar Car." This famous bar car was usually attached to a commuter train which departed New York's Grand Central Terminal at 5:11 pm.
J. W. SWANBERG COLLECTION

ABOVE: In February 1953 the Readville Car Shops converted parlor-lounge-buffet-observation car *Fall River*, originally built by Pullman in 1916 for the *Merchants Limited*, into a tavern-lounge car. Note the horrible tubular chrome and vinyl kitchen kitsch furnishings surrounding the semi-circular bar counter. *Fall River* ran as a bar car until 1958.
J. W. SWANBERG COLLECTION VIA HAROLD L. GOLDSMITH

These cars, which served a wide variety of alcoholic beverages and light snacks such as peanuts, were heavily patronized on the afternoon and evening commuter runs out of New York's Grand Central Terminal.

Bar cars were precisely what the name implied—bar rooms on rails. The cars were furnished with a stand-up counter where drinks were ordered from a bar attendant or "barman" and a lounge equipped with chairs, tables, and smoking stands. Generally, alcoholic beverages served in the bar cars were dispensed from single-serving cans or nip bottles to control portion size. This practice also discouraged the help from sampling the wares. S.S. Pierce bourbon, Heublein mix, and Bell's Scotch were highly favored by the hard-drinking New York City commuters. Closer to Boston, rye and ginger ale was favored.

Although the New Haven had operated somewhat similar private members-only club cars since 1888 for the benefit of wealthy commuters, the general admission commuter bar cars first went into service on outbound runs originating at New York's Grand Central Terminal during March 1953. Legend has it that the bar cars were Dining Car Department Superintendent Wilfred (Fred) Duprey's idea. Many commuter bar cars were converted from old heavyweight parlor cars at the New Haven's Readville Car Shops.

Although they were most famous for their use on outbound commuter runs, bar cars were also used on some Shore Line Route mainline trains. For example, the streamlined tavern-lounge-observation cars *Watch Hill* and *Bunker Hill* were originally ordered for use on the streamlined postwar *Merchants Limited*. These two cars were fitted with diaphragms on their observation ends during 1952 to permit them to be used as mid-train bar cars. In later years, the New Haven used grill cars as bar cars on some mainline trains, particularly on Friday night runs. When grill cars were used as bar cars, the kitchen was shut down and they operated with a minimal crew, typically a bartender and an attendant or two. Bar cars were also commonly used on special trains such as the *Gansett Flyer*, which ran between Boston and the Narragansett Park racetrack near Providence, RI.

By the middle of the 20th century, every American railroad except for the New Haven claimed to lose money on food service operations. As a result, many railroads scaled back the scope and quality of their food services or abolished food service altogether during the 1950s and 1960s. Those railroads that continued to offer food service on board their passenger trains into the 1960s typically did so because of competitive pressures or because food service was perceived to

SCOTCH

Ben Arcs Scotch	.40
Glen Garry Scotch (8 yr.)	.55
White Horse Scotch	.55
Black and White Scotch	.55
Peter Dawson	.55
Dewar's Scotch	.65
Haig & Haig Pinch Bottle Scotch (12 yr.)	.65

RYE

Special Reserve Rye (2 yr.)	.40
Old Schenley Rye (6 yr.)	.45
Sherbrooke 100% Maryland Rye	.45
Private Reserve Rye (9 yr.)	.55

BOURBON

Old Grand-Dad Bourbon (4 yr.)	.50

WINES & LIQUEURS

Port, Cockburn Smithes	.35
Sherry, Duff Gordon, Somerset	.35
Rum, Caldwell's Old Newburyport	.45
Rum, Caricca	.50
Rum, Bacardi, Gold Seal	.50
Rum, Felton's, Crystal Spring (6 yr.)	.45
Brandy, Hennessy, 3 Star	.60
Creme de Menthe, Green	.50
Benedictine, D. O. M.	.65

GIN

Green Label Gin	.30
Booth's High & Dry Gin	.35

COCKTAILS

Bronx	.35
Martini	.35
Manhattan	.35
Cuba Libre	.60
Side Car	.45
Old Fashioned, Special Reserve	.50
Old Fashioned, Private Reserve	.65
Tom Collins, Green Label Gin	.45
Tom Collins, High & Dry Gin	.50

ALE on draft .15

WATERS, etc.

Ginger Ale, Dry, Split	.10
Grape Juice	.15
Moxie	.10
Alka-Seltzer	.10 (2 for .15)
Bromo Seltzer	.15

CIGARS & CIGARETTES

Phillies	.05
Bock Panetelas	.10
Robert Burns Perfectos	.10
Overland	.15 2 for 25 cents
Corona Perfectos	.20 3 for 50 cents
Cigarettes	20 cents per package

Playing Cards 40 cents per Deck

H. W. Quinlan Supt. Dining Cars
The New Haven Railroad

New Haven beverage menu from the late 1940s. J. W. SWANBERG COLLECTION

have an intrinsic goodwill or promotional value that offset the losses incurred. However, commuters consumed so many alcoholic beverages on the New Haven's bar cars that the proceeds actually offset the railroad's total food service-related losses. Thus, up until the Penn Central merger, the New Haven actually boasted of running a food service operation that returned a profit. Admittedly, the profits were slim. For example, in 1961, the year the New Haven entered its second and final bankruptcy, the Dining Car Department earned four cents profit on every dollar paid for food and beverage service. Small as these profits were, they were an achievement that no other railroad in the country could match at that time.

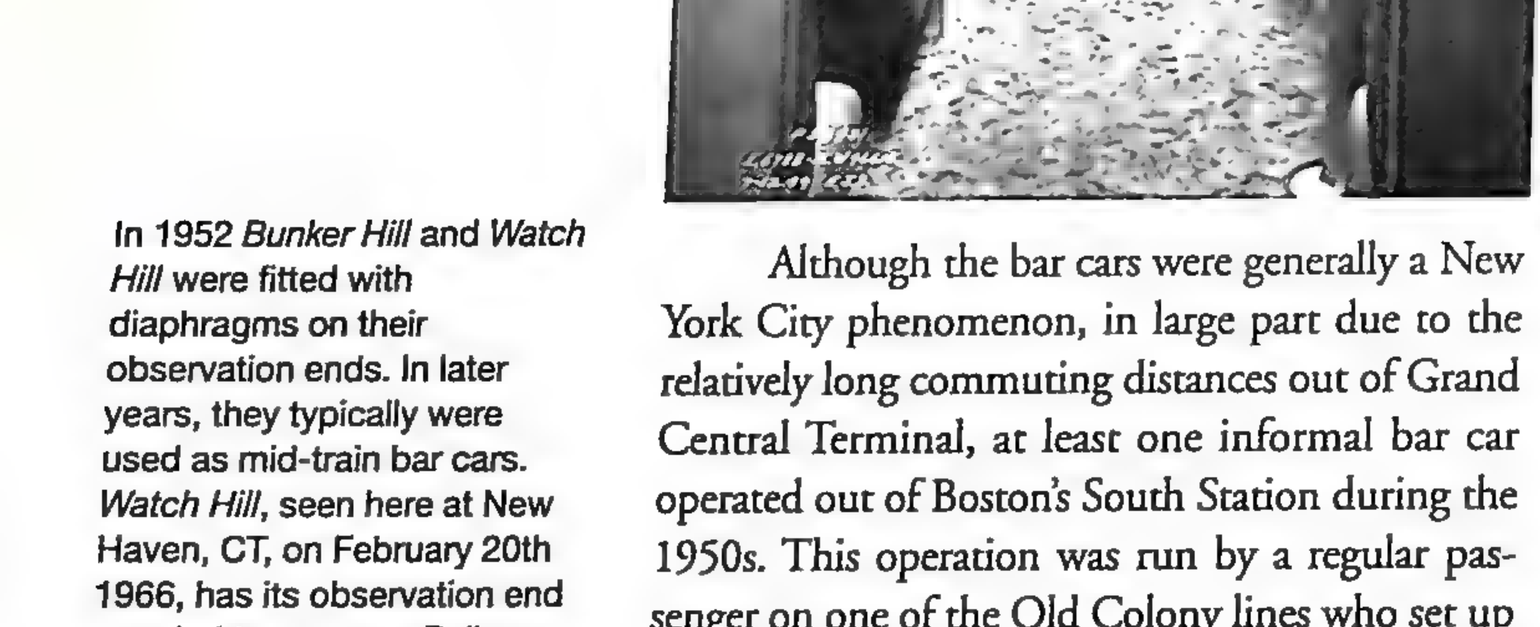
Before a typical run out of Grand Central Terminal, a New Haven bar attendant, such as Don Constantineau, would fill about 150 paper cups with ice in an effort to get a head start before the commuters boarded the car and attacked the service counter. It was not unusual for many commuters to have three or four drinks in the bar car during the ride home. In many cases, these commuters had previously consumed the legendary New York City businessman's three-martini lunch. As luck would have it for the New Haven Railroad, the wealthy bedroom communities in the New York City commuter district led the country in rates of alcoholism during the 1940s, 1950s, and 1960s.

BELOW LEFT: On weekends, the New Haven sometimes used grill cars as bar cars. Bar attendant Don Constantineau is serving drinks onboard a streamlined grill car during 1955. AUTHOR'S COLLECTION VIA DON AND MARGO CONSTANTINEAU

BELOW: The lovely woman seen here enjoying a drink onboard streamlined tavern-lounge-observation car *Bunker Hill* is actually off-duty Grill Car Girl Rita Martini. RITA MARTINI

The streamlined tavern-lounge-observation car *Bunker Hill* and its identical twin *Watch Hill* were originally intended to carry the tail-signs of the *Merchants Limited*.

This view of the interior of the *Bunker Hill* shows the car's drinking lounge and semi-circular bar. The observation lounge, where passengers could sit and watch the countryside recede into the distance, is located just behind the bar. BOTH, P-S



In 1952 *Bunker Hill* and *Watch Hill* were fitted with diaphragms on their observation ends. In later years, they typically were used as mid-train bar cars. *Watch Hill*, seen here at New Haven, CT, on February 20th 1966, has its observation end coupled to a prewar Pullman-Standard lightweight coach. The blank area visible on the window band of *Watch Hill* indicates the location of the bar. DONALD T. HAYWARD SR, J. W. SWANBERG COLLECTION

Although the bar cars were generally a New York City phenomenon, in large part due to the relatively long commuting distances out of Grand Central Terminal, at least one informal bar car operated out of Boston's South Station during the 1950s. This operation was run by a regular passenger on one of the Old Colony lines who set up a folding table in his coach and served beverages and snacks to fellow commuters during his trip home from work each weekday.

The bar cars proved to be such an enduring institution in the New York City area that ten multiple unit electric bar cars still operate today over the former New Haven trackage operated by the Metro North Commuter Railroad.

The Streamlined Merchants Limited and Yankee Clipper

By the end of 1949 the New Haven had completely re-equipped the famous *Merchants Limited* and *Yankee Clipper* with new P-S streamlined passenger cars, the first completely new consists provided for both trains since 1930.

The *Merchants Limited* was one of the last all-parlor passenger trains remaining in America during the immediate postwar years. In fact it was the very last all-parlor car passenger train in America. On June 27th 1949, just as the *Merchants Limited* was being equipped with the new stainless steel equipment, the New Haven abolished the train's extra fare and added coaches to its consist. This action increased ridership to such an extent that a new train called the *Advanced Merchants Limited* was established that departed five minutes ahead of the "regular" *Merchants Limited* and ran non-stop between Boston and New York.

A typical consist for the *Merchants Limited* during the years immediately after it was re-equipped with streamlined equipment was a baggage-parlor-lounge car, several regular parlor cars, a diner, a grill car, a few coaches, and a tavern-lounge-observation car. The introduction of grill cars to the postwar consist ended the use of the train's special heavyweight buffet cars.

A typical consist for the streamlined *Yankee Clipper* during the early streamlined era was a baggage-parlor-lounge car, two regular parlor cars, a diner, and several coaches. On Fridays, a grill car and an additional coach or two were often added to handle the additional passengers who usually traveled on that day.

During the period when the *Merchants Limited* and *Yankee Clipper* operated with mixture of parlor cars, coaches, a diner, and a grill car, the train's diner was typically reserved for parlor car

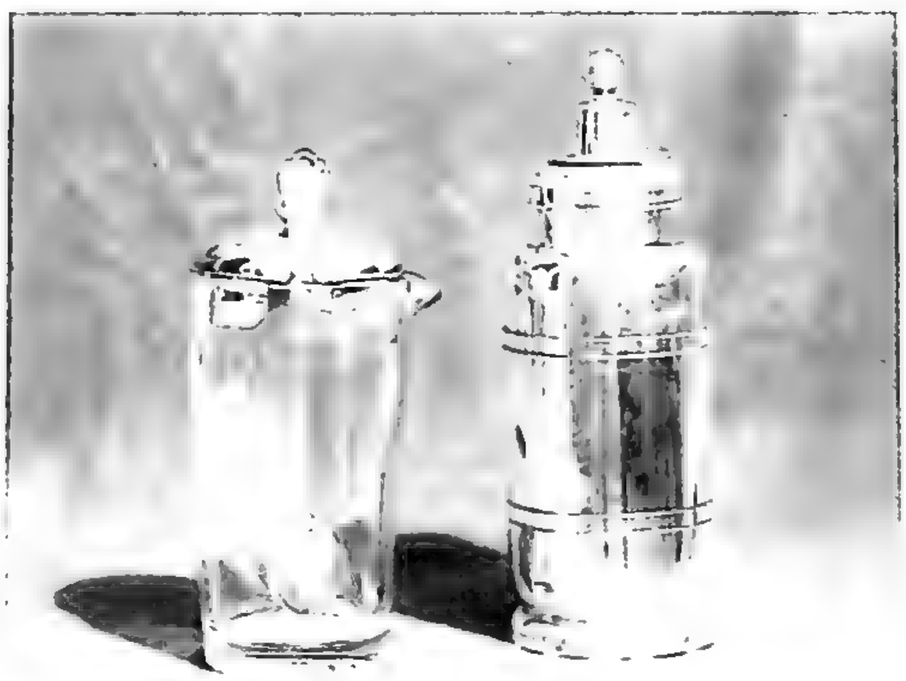
Friendly looking bar attendant on duty aboard the tavern-lounge-observation car *Bunker Hill* or *Watch Hill*. NEW HAVEN RAILROAD PHOTO, J. W. SWANBERG COLLECTION

BELOW LEFT: International Silver Company drink cooler and cocktail shaker as used on New Haven Railroad bar cars and diners after 1947. The drink cooler (at left) was filled with ice cubes and used to cool the contents of individual nip bottles or cans before serving. AUTHOR'S COLLECTION

BELOW, CLOCKWISE FROM LEFT: This drink-shaped advertising "drop" was placed on the seats of the *Gansett Flyer* prior to departure during the early 1950s to inform passengers that a bar car was part of the train.

This paper cup with a freight and passenger business advertising slogan was used in bar cars on commuter trains prior to 1955.

Paper cup used in bar cars and other food service cars during the 1960s. ALL, AUTHOR'S COLLECTION



passengers while the grill car served the passengers in the coaches.

It is interesting to note that for several years after the introduction of the postwar streamlined passenger equipment, the New Haven often continued to incorporate older heavyweight parlor cars in the consists of high-class passenger trains such as the *Merchants Limited* and *Yankee Clipper*. The New Haven often coupled an older parlor car to a streamlined dining car and the diner's

steward would use [illegible] as a lounge for passengers awaiting seats [illegible] ner.

The End Of The New Ha[illegible]aurants

Many of the larger p[illegible]ger statio[illegible] the New Haven Railroad housed some kind [illegible] restaurant. The majority of these restaurants were operated by concessionaires. For example, the restaurant at Boston's South Station was operated by the Union News Company. However, the station

• PROVIDENCE
• NEW LONDON
• NEW HAVEN
• NEW YORK
NEW HAVEN
Merchants
YOU'LL BE ON TIME . . .
When it's a question of convenience, comfort and dependability, Boston Business rides *The Merchants Limited* between Boston and New York. Time to talk business or just relax and enjoy yourself. Regardless of weather, *The Merchants* speeds you from in-town Boston to mid-town New York in only 3 hours and 55 minutes. It's more than a forty-seven year old tradition . . . *The Merchants Limited*, one of the nation's finest trains, is the *surest, safest* transportation between Boston and New York.
For Your Convenience—Rooms and Roomettes
Complete Dining and Club Car service . . .
Telephone enroute to any point.
Your NEW HAVEN
RAILROAD

ABOVE: This New Haven Railroad ad from 1950 depicts the *Merchants Limited's* tavern-lounge-observation car on the end of the westbound train just before its departure from Boston's South Station. AUTHOR'S COLLECTION

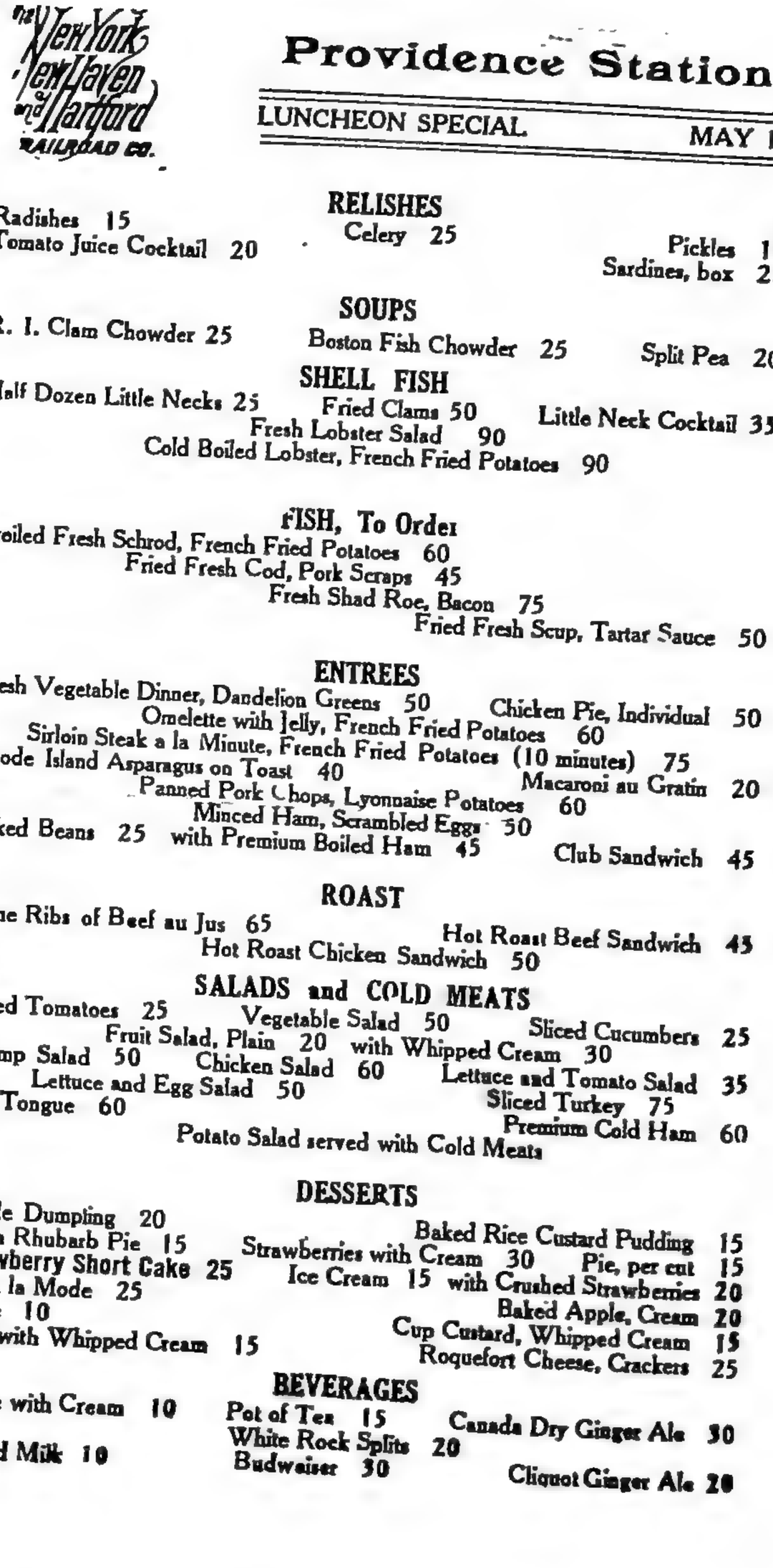
ABOVE RIGHT: Hostesses Jane Bebe (left) and Margo Constantineau (right) pose on the tail end of the streamlined *Merchants Limited* during the spring of 1950. NEW HAVEN PHOTO, DON AND MARGO CONSTANTINEAU COLLECTION

RIGHT: The *Yankee Clipper* passes through Old Saybrook, CT, on June 4th 1950 with a matched set of P-S streamlined cars behind a pair of Alco-GE PA-1 diesel-electric locomotives. BOB'S PHOTO

Hungry?
Enjoy delicious food, skillfully prepared, promptly served while you travel on the New Haven.
For a Snack or a Complete Meal
you'll find a Grill Car or Dining Car ready to serve you. Have luncheon, dinner, afternoon tea, or cocktails . . . all at popular prices.
Our own cookery prepares all pies and pastries, and in the Grill Car all food is cooked on charcoal.
Plan to Eat Aboard Train
YOU'LL AGREE WITH THOSE WHO KNOW . . .
"IT'S THAT GOOD NEW HAVEN FOOD"
New Haven

restaurants at Providence and New Haven were operated for many years by the New Haven Railroad Dining Car Department. These two restaurants were staffed and supplied by the Dining Car Department as if they were food service cars.

By the late 1940s, the New Haven was losing $30,000 per year on the Dining Car Department's two restaurants, largely because of suburban migration and the postwar decline of railroad passenger traffic. On August 12th 1948 legendary New England financier Frederic C. Dumaine, Sr. took control of the New Haven Railroad and made cost control the highest priority of his administration. By 1950, Dumaine had extricated the Dining Car Department from the station restaurants in Providence and New Haven. Both restaurants were subsequently leased by concessionaires for annual rentals totaling $25,000.


The New York, New Haven and Hartford Railroad Co.
Providence Station
LUNCHEON SPECIAL MAY 15
RELISHES
Radishes 15
Tomato Juice Cocktail 20
Celery 25
Pickles 15
Sardines, box 25
SOUPS
R. I. Clam Chowder 25
Boston Fish Chowder 25
Split Pea 20
SHELL FISH
Half Dozen Little Necks 25
Fried Clams 50
Little Neck Cocktail 35
Fresh Lobster Salad 90
Cold Boiled Lobster, French Fried Potatoes 90
FISH, To Order
Broiled Fresh Schrod, French Fried Potatoes 60
Fried Fresh Cod, Pork Scraps 45
Fresh Shad Roe, Bacon 75
Fried Fresh Scup, Tartar Sauce 50
ENTREES
Fresh Vegetable Dinner, Dandelion Greens 50
Chicken Pie, Individual 50
Omelette with Jelly, French Fried Potatoes 60
Sirloin Steak a la Minute, French Fried Potatoes (10 minutes) 75
Rhode Island Asparagus on Toast 40
Macaroni au Gratin 20
Panned Pork Chops, Lyonnaise Potatoes 60
Minced Ham, Scrambled Eggs 50
Baked Beans 25
with Premium Boiled Ham 45
Club Sandwich 45
ROAST
Prime Ribs of Beef au Jus 65
Hot Roast Beef Sandwich 45
Hot Roast Chicken Sandwich 50
SALADS and COLD MEATS
Sliced Tomatoes 25
Vegetable Salad 50
Sliced Cucumbers 25
Fruit Salad, Plain 20
with Whipped Cream 30
Shrimp Salad 50
Chicken Salad 60
Lettuce and Tomato Salad 35
Lettuce and Egg Salad 50
Sliced Turkey 75
Ox Tongue 60
Premium Cold Ham 60
Potato Salad served with Cold Meats
DESSERTS
Apple Dumpling 20
Baked Rice Custard Pudding 15
Fresh Rhubarb Pie 15
Strawberries with Cream 30
Pie, per cut 15
Strawberry Short Cake 25
Ice Cream 15
with Crushed Strawberries 20
Pie a la Mode 25
Baked Apple, Cream 20
Cake 10
Cup Custard, Whipped Cream 15
Jelly with Whipped Cream 15
Roquefort Cheese, Crackers 25
BEVERAGES
Coffee with Cream 10
Pot of Tea 15
Canada Dry Ginger Ale 30
White Rock Splits 20
Bottled Milk 10
Budweiser 30
Cliquot Ginger Ale 20

Dinner Call

Although New Haven food service cars were typically ready to receive guests as soon as their trains pulled out of the terminal, the famous Deagan dinner chimes were used to inform passengers on trains equipped with diners or grill cars that it was lunch or dinner time. Deagan dinner chimes were small xylophone-like musical instruments that were used by many railroads to announce that food service cars were ready to seat guests.

On the New Haven Railroad, the dining car steward or grill car hostess assigned a waiter or attendant to walk through the train with a Deagan chime at the appropriate mealtime. The waiter or attendant stopped in each passenger car, struck the 1-2-3-4 4-3-2-1 notes in rapid succession with the chime's mallet and announced the meal, the type of car, and its location in the train. For example, a grill car attendant would announce, "Lunch is being served in the grill car. The grill car is located forward." Some grill car attendants dreaded being selected for this assignment. As soon as the first note was struck, all eyes focused on the attendant and a few of the women were rendered speechless from stage fright!

TOP LEFT: This 1951 timetable ad entices New Haven passengers—whatever their appetite—to sample the Dining Car Department's offerings. AUTHOR'S COLLECTION

ABOVE: This rare card menu from the Providence Union Station restaurant dates from the establishment's final years as a New Haven Railroad Dining Car Department operation. AUTHOR'S COLLECTION

ABOVE: International Silver Company bud vase as used on New Haven Railroad food service cars after 1947. AUTHOR'S COLLECTION

ABOVE RIGHT: This lovely passenger's dining car table setting includes an elegant trumpet-shaped silver-plated flower vase filled with fresh roses. This publicity view was taken aboard dining car 5233, *The Colonial*, shortly before the Second World War. NEW HAVEN, AUTHOR'S COLLECTION

BELOW: Pullman chair-combination cars *Dudley* and *Quincy* were purchased by the New Haven and converted into unusual coach-diners at Readville in early 1954. Each received an all-electric kitchen, six four-guest dining tables, and 24 coach seats. J. W. SWANBERG COLLECTION VIA TOM S. MARTORANO

Flowers In The Diners

A fresh flower standing in an elegant silver vase was a traditional fixture on every New Haven dining car table during the heyday of passenger train service. However, in later years flowers were often limited to the dining cars on the *Merchants Limited* and other high-class passenger trains.

Although many railroads exclusively set roses on the tables of their dining cars, the New Haven often used whatever flowers happened to be popular or in season. For example, the New Haven often used jonquils in its diners during the month of April. Multi-flower arrangements were favored during the 1930s and 1940s. To help keep flowers fresh-looking for a longer period of time, dining car crews were instructed to store flowers in the icebox or refrigerator during prolonged layovers.

Hostesses assigned to dining cars on the *Merchants Limited* and the *Yankee Clipper* during the late 1940s and the 1950s wore a floral corsage on their uniforms. A fresh corsage was provided by the commissary along with the car's regular supplies.

Experiments With Microwaves

The New Haven always favored the use of charcoal grills and broilers on its food service cars because the charcoal imparted a special flavor to meats and fish that could not be duplicated using electric cookery. Despite this, the New Haven's forward thinking Dining Car Department experimented with the then-new microwave cooking technology in the years following the end of the Second World War.

A few microwave ovens were tested on board New Haven food service cars during the late 1940s and early 1950s. The microwave ovens were reliable and worked well enough but were ultimately considered unsatisfactory for the Dining Car Department's purposes. Apparently they made some foods soggy and gave other foods a strange taste. Thus, microwave ovens never became standard equipment on the New Haven.

The Narrows Light and the Coach-Diners

During the early 1950s the New Haven's Readville Car Shops converted the heavyweight parlor car *Narrows Light* into what the railroad called a cafe-coach. During the conversion process, the shop workers equipped the *Narrows Light* with an all-electric kitchen, a cafeteria-style dining area, and a coach seating area.

The tiny electric kitchen installed in the *Narrows Light* was adapted from galley equipment developed for use in the close quarters of Navy submarines during the Second World War. The dining room furnishings used in this car were representative of the very worst in 1950s tubular chrome and brightly colored vinyl kitchen kitsch styling.

The unusual car operated in mainline service between Boston and Washington for many years. Around 1957 it was reassigned to Berkshire

Line trains w[illegible]t remained until the early to mid-1960s.

A few other similar conversions were completed by the Readville Shops during the early 1950s. Among these were the coach-diners *Dudley* and *Quincy*. In their previous incarnations, the duo had been Pullman combination-chair cars. Like the *Narrows Light*, the coach-diners were equipped with a small kitchen, dining area, and coach seats.

Celebrities On Board

Back in the days before the automobile and airliner became the dominant modes of transportation in America, the New Haven Railroad was the principal means of traveling between Boston and all points south. Nearly everyone who rode the New Haven's trains, whether rich or poor, eventually had to get something to eat during their trip. Consequently, New Haven food service car crews got to meet many interesting and important people on the job. This was particularly true for those persons who worked on board the deluxe service *Merchants Limited* and *Yankee Clipper* and for those assigned to the Washington through trains.

New Haven food service car crew members recall having popular celebrities of the day such as Mickey Mantle, Al Capp, Danny Kaye, Judy Garland, Bob Hope, Rocky Marciano, Primo Carnera, Billy Graham, and many others as guests on board their diners and grill cars during the 1940s and 1950s. Many former Dining Car Department employees still possess menus, coasters, and other mementos autographed by celebrity guests on board New Haven food service cars.

Steward Owen Handley remembers having wrestler "Haystack" Calhoun in his dining car. The famous wrestler, who weighed in at about 620 pounds, wore an iron horseshoe on a thick chain around his neck. When "Haystack" Calhoun was asked by a skinny member of the diner's kitchen crew how much he weighed, he responded "about 500 pounds more than you"!

When sports teams such as the Red Sox, Celtics, or Bruins traveled by train between Boston and New York City the New Haven often attached a separate dining car to the train the team was on. Typically the athletes had huge appetites, particularly after a game, and the extra dining car was essential if the rest of the passengers were to get fed!

Barman Don Constantineau recalls that John F. Kennedy chartered a private train from the New Haven Railroad for a congressional election campaign event during the mid-1950s. The special Kennedy train, which was filled with politicians and industry leaders, ran from Boston's South Station to the New Haven's small terminal in Hyannis, MA. At the end of the run, Senator Kennedy invited the entire train crew to accompany him to the Kennedy Compound in Hyannis Port for a big party.

ABOVE: Bob Hope finds himself surrounded by Grill Car Girls during December 1946. From left to right with Hope are Eleanor Williams, Helen Segler, Kay O'Keefe, Carmen Porella, Leah Capeska, and Ada Mae Husted. NEW HAVEN PHOTO

LEFT: Actor Robert Keith is seated next to stage wife Lulu Mae Hubbard aboard a New Haven dining car en route to New York City to give a performance of "January Thaw" on Broadway. The real Mrs. Keith is seated across the table. NEW HAVEN PHOTO

Steward Owen Hanley once served dinner to the Duke and Duchess of Windsor (the Duke was the erstwhile King Edward VIII) while they were on their way to Newport, RI. He recalls that the Duke and his entourage brought more baggage on the train than all the other passengers combined. Grill Car Girl Eileen (Reeke) Nevins remembers that the Duke and Duchess of Windsor brought a pair of small pug dogs on the train and that the Duke took his dogs for a walk on the station platform during the traditional locomotive change in the city of New Haven.

Eileen Nevins also recalls that the famous Greek shipping tycoon Aristotle Onassis periodically rode the New Haven during the 1950s. Onassis made arrangements with the New Haven to transport himself and his invited guests in chartered parlor cars to the Bethlehem Steel shipyard in Quincy, MA, to participate in the launching ceremonies for new oil tankers.

RIGHT: Harry S. Truman poses with parlor car porter John Bass and conductor John Brady onboard the eastbound *Murray Hill* during March 1958. The former president of the United States was heading to the city of New Haven to deliver a lecture at Yale University.
NEW HAVEN PHOTO

FAR RIGHT: A common occurrence in the days before every home had a television set was the so-called "whistle stop" train. Politicians running for office would charter an entire train to take them from station to station, where they would briefly stop to give a campaign speech. This dining car menu is from the New Haven Railroad's 1952 Eisenhower-Nixon campaign train. AUTHOR'S COLLECTION

Grill Car Girl Penny Hermanson once saw Eleanor Roosevelt appear in the line of people waiting to be seated on her car during the 1940s. As soon as Penny noticed Mrs. Roosevelt waiting in line, she immediately went over and told her that she would seat her right away. However, Eleanor Roosevelt insisted upon waiting in line just like everyone else. When her turn came, Mrs. Roosevelt invited two complete strangers, who had also been waiting in line, join her. By the time Penny Hermanson had served coffee, Mrs. Roosevelt and her dining companions were conversing like they were old friends.

Grill Car Girl Margo Constantineau worked as a hostess on the *Merchants Limited* and the *Yankee Clipper*. While working on these premier trains, she often served famous celebrities such as Bob Hope, Fred Astaire, and Judy Garland. Margo Constantineau also frequently served members of the wealthy Vanderbilt family when they traveled over the New Haven Railroad on their way to vacation homes in Maine.

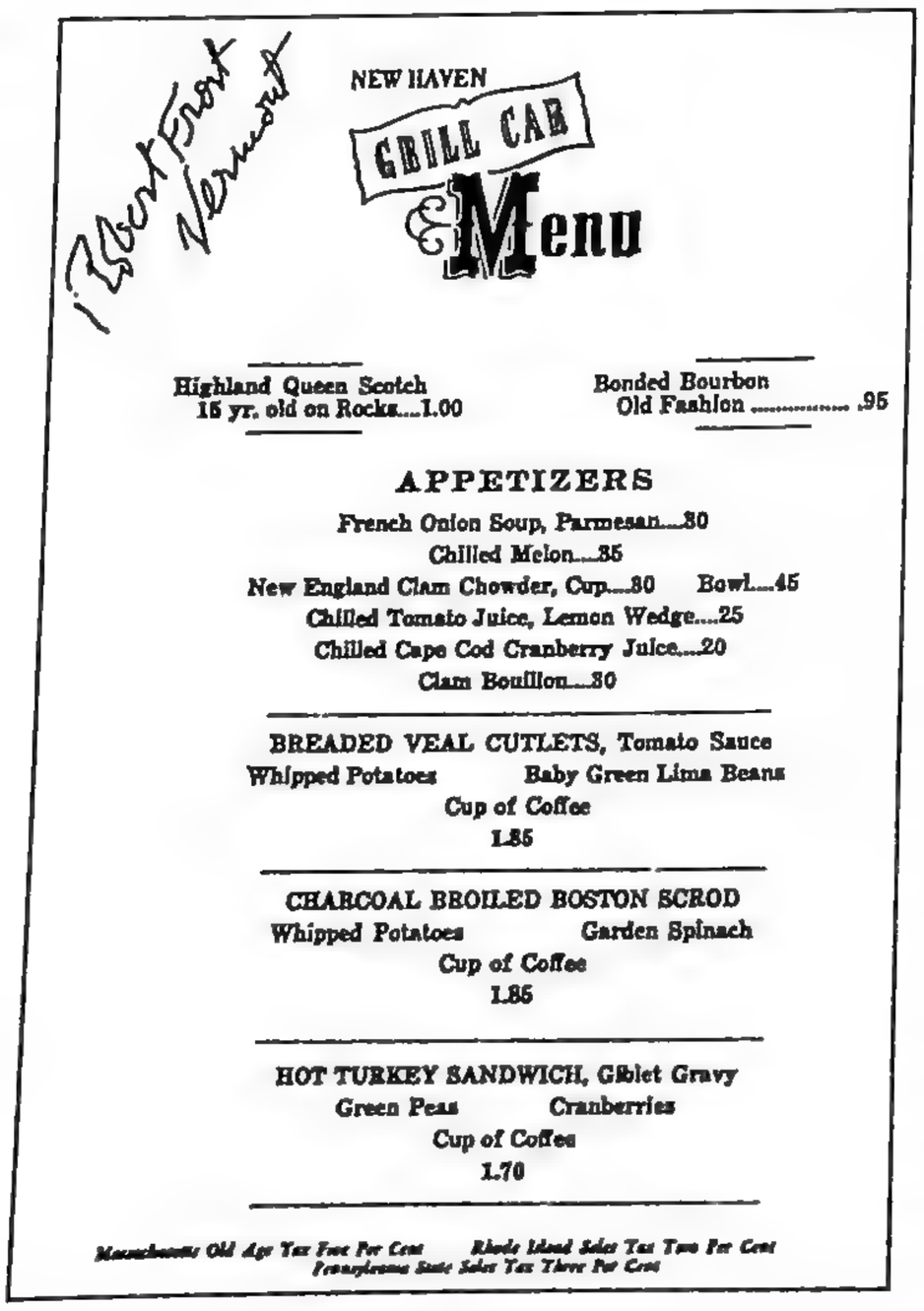
Grill Car Girl Catherine Quinlan served singer Pearl Bailey on numerous occasions onboard her grill car. She remembers that Bailey was always very friendly and invariably greeted everyone with a cheery "hello dear." Catherine Quinlan also remembers that Bailey used to sit in the parlor cars with a mink coat wrapped around her ankles.

The legendary James Michael Curley frequently rode the New Haven Railroad during his long term as mayor of the City of Boston. When eating in the diners or grill cars with his family he would often jokingly tell his children to leave some food on their plates so the waiters or attendants would have something to clean up!

Not every celebrity who traveled on the New Haven Railroad was pleasant to deal with. Food service car crew members recall that actress Joan Crawford always seemed to be in a bad mood, was difficult to please, and never gave autographs.

In some cases, famous people who traveled by train preferred to remain incognito, although their identities were usually known to the food service car crews. For example, steward Owen Hanley once seated Rose Kennedy, the matriarch of the wealthy Massachusetts political dynasty, on his dining car with three other passengers. None of Mrs. Kennedy's dinner companions knew whom they had dined with until the meal was over and Owen Hanley told them!

Poet Robert Frost signed this grill car menu for bar attendant Don Constantineau during early 1955.
DON AND MARGO CONSTANTINEAU COLLECTION



I Robert Frost Vermont

NEW HAVEN
GRILL CAR
Menu

Highland Queen Scotch
15 yr. old on Rocks....1.00

Bonded Bourbon
Old Fashion ..... .95

APPETIZERS

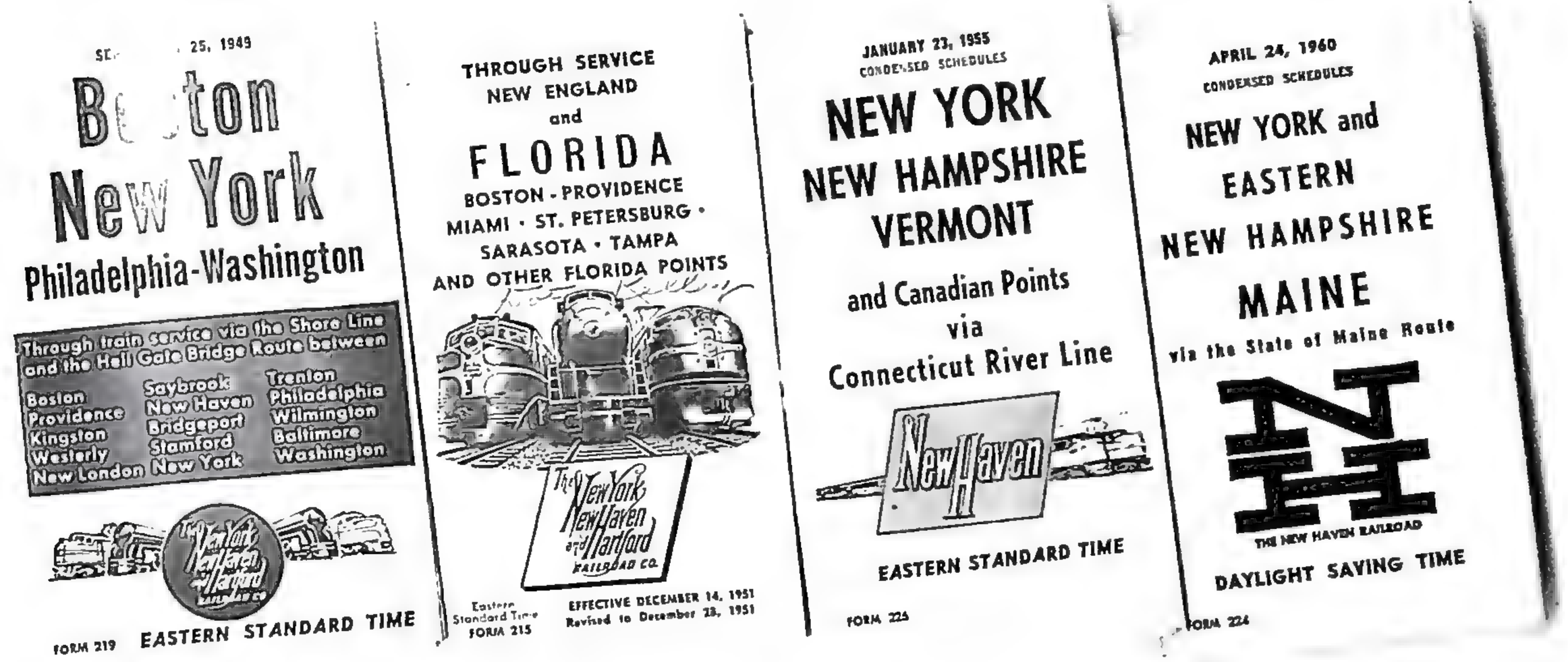
French Onion Soup, Parmesan....30
Chilled Melon....35
New England Clam Chowder, Cup....30 Bowl....45
Chilled Tomato Juice, Lemon Wedge....25
Chilled Cape Cod Cranberry Juice....20
Clam Bouillon....30

BREADED VEAL CUTLETS, Tomato Sauce
Whipped Potatoes Baby Green Lima Beans
Cup of Coffee
1.85

CHARCOAL BROILED BOSTON SCROD
Whipped Potatoes Garden Spinach
Cup of Coffee
1.85

HOT TURKEY SANDWICH, Giblet Gravy
Green Peas Cranberries
Cup of Coffee
1.70

Massachusetts Old Age Tax Four Per Cent Rhode Island Sales Tax Two Per Cent
Pennsylvania State Sales Tax Three Per Cent



Off Line Operations

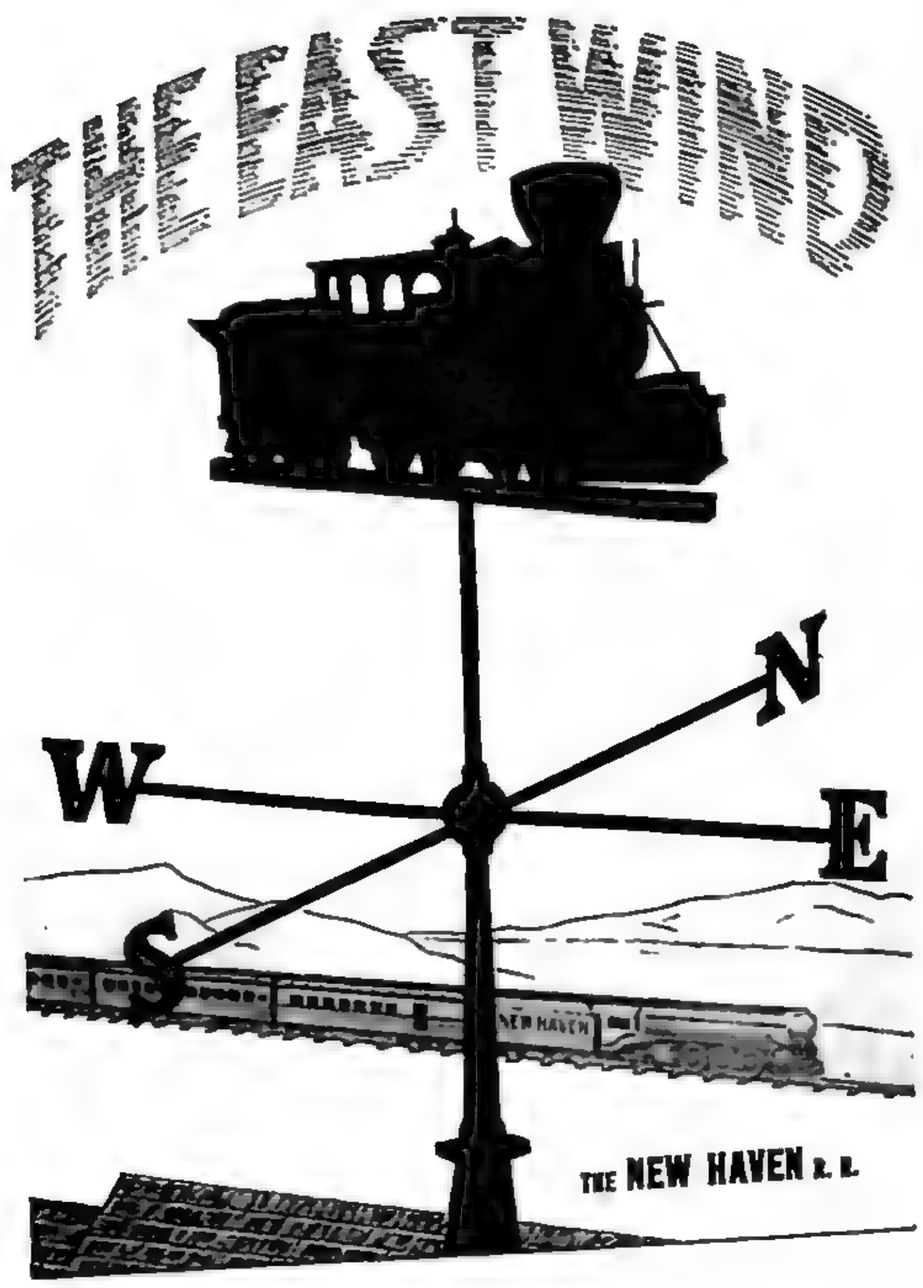
Food service car crews were the only New Haven train service employees who regularly worked outside the geographic boundaries of the railroad's territory. New Haven diners and grill cars regularly operated on through trains over connecting railroads as far south as Washington, DC and as far north as Montreal. On rare occasions New Haven grill cars sometimes went all the way to Miami, Florida.

Long trips off line typically required food service car crews to lay over for some time before returning back to their home terminal. Most railroad companies provided bunking facilities in the coach yards for transient food service car crews. However, such facilities were generally intended for men and often quite rudimentary in nature. Thus, they were not always suitable for the New Haven's Grill Car Girls. When acceptable rest facilities were not available, the Dining Car Department partially subsidized the cost of a hotel room.

The New Haven operated a number of trains that ran between Boston and Washington, DC, via the "Hell Gate Bridge Route" and the Pennsylvania Railroad. Both railroads attempted to balance the passenger equipment used on these shared trains to avoid charges against each other. For example, the *Colonial* and the *Patriot* were typically operated with mostly or all New Haven cars and the *Senator* and the *William Penn* were typically operated with mostly or all Pennsylvania Railroad equipment. The New Haven's Grill cars and diners were both used on the Washington

The New Haven operated through service to many off line locations via connections with other railroads. New Haven food service cars were routinely operated on through trains to Portland, ME, and Washington, DC. On rare occasions, New Haven food service cars operated to Florida and Canada.
AUTHOR'S COLLECTION

The eastbound *East Wind* passes through the Bronx, NY, on July 2nd 1940 behind GE EP-3 class electric No. 0359. The *East Wind*, a seasonal train between Washington, DC, and Bangor, ME, during the summer, only ran in the special yellow, red, and silver colors seen here during the 1940 and 1941 seasons. The train did not run during the Second World War and when it was re-instituted after the war, its cars ran in normal New Haven, Pennsylvania, and Boston & Maine livery. The New Haven typically contributed a grill car to the *East Wind*—in this view, it is the second-to-last car.
GEORGE E. VOTAVA PHOTO, J. W. SWANBERG COLLECTION



East Wind menu from the late 1940s. AUTHOR'S COLLECTION

The Grill Car Girls were very popular with the traveling public, particularly men, and were frequently praised in writing by passengers. Such letters would guarantee "Top Hat" pins pins and a small gift (like a fancy pen) that the crewperson could choose from a catalog.
AUTHOR'S COLLECTION
VIA BETTY DI GREGORIO

runs. The Pennsylvania Railroad usually operated diners, and in later years so-called coffee shop cars, when it ran its equipment through to Boston. It is interesting to note that the New Haven sometimes printed photographs of the interiors of Pennsylvania Railroad food service cars in its own timetables and travel brochures during the 1950s and 1960s.

The longest regular route worked by New Haven food service car crews was that of the *East Wind*, which operated between Washington, DC, and Portland, ME, over the tracks of the Pennsylvania, New Haven, and Boston & Maine railroads. Some *East Wind* cars continued on to Bangor, ME, via the Maine Central Railroad. The *East Wind*, which only operated during the summer months, employed a mixture of equipment contributed by the participating railroads. On occasion, the train even included through cars from Florida via the Atlantic Coast Line Railroad. The New Haven usually contributed a grill car to the *East Wind*, which operated over the entire route. The Grill Car Girls who worked on the *East Wind* were usually relieved in each direction, depending upon the train's routing, at Providence, RI or Worcester, MA. However, the male crewmen usually worked through the train's entire 16-hour run from start to finish without relief.

The Grill Car Girls who worked on the *East Wind* frequently took outings to the Scarboro Downs racetrack in Scarboro, ME. Remaining onboard the northbound train after they had been relieved at Providence or Worcester, they would get off in Portland. After quickly checking into a hotel and changing their clothing, if they hadn't already changed on the train, they would catch a Greyhound bus for the short ride to the Scarboro Downs racetrack, arriving just in time for the night races. According to Grill Car Girl Catherine Quinlan, some of the women bet on hot tips that they learned from passengers they met on the train. However, Catherine said that these tips invariab[illegible] came th[illegible]gh. On the other hand, Grill[illegible] Ruth A[illegible]son actually knew several ra[illegible] owners [illegible]nsequently, Ruth got her infor[illegible]n right "f[illegible] the horse's mouth" and her picks won enoug[illegible]hat she was often asked to place bets for other Dining Car Department employees.

The Top Hat Club

The New Haven's Dining Car Department implemented a customer service incentive program during the early 1950s that was known as the "Top Hat Club." Food service car crewmembers who had been praised by passengers for providing extra-special service were presented by the Dining Car Department's management with a small blue pin shaped like an old-fashioned top hat. Every year, the Dining Car Department hosted a dinner and dance for the members of the "Top Hat Club."

Serving President Buck Dumaine

The New Haven maintained several business cars for the use of its senior executives. These special cars were typically equipped with working spaces, sleeping quarters, and a small kitchen. The New Haven's business cars were used for inspection tours, for entertaining important shippers and politicians, and for various other purposes. When operating out on the road, the New Haven's business cars were usually staffed with a cook, porter, and steward from the Dining Car Department.

Steward Edward Rockett Jr., who would later become the last superintendent of the railroad's Dining Car Department, often worked on the *Yankee*, the business car that was assigned to president Frederic C. (Buck) Dumaine during the early to mid-1950s. Edward Rockett said that everyone on the New Haven loved Buck Dumaine and that he always enjoyed the times he was assigned to work on Dumaine's car.

Rockett said that on one occasion Buck Dumaine and his entourage kept him up almost all night while they made merry in the *Yankee*. Finally, Rockett informed everyone that he had to get some sleep but if Dumaine and his associates wanted to continue their party he'd leave some drinks and snacks out for them. Buck Dumaine jokingly told Edward Rockett that it was the first time anyone had ever thrown him out of his own kitchen!

Edward Rockett also served Buck Dumaine on the *Yankee* during the April 1954 proxy battle between the Dumaine interests and the forces of Patrick B. McGinnis. On one occasion during the

New Haven President "Buck" Dumaine delivers an address to the Boston Chamber of Commerce at Boston's Sheraton Plaza Hotel in 1953.
NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

New Haven business car No. 1, the *Yankee*, was assigned to the railroad's president. The *Yankee* was built by Pullman-Standard at its Osgood Bradley facility in Worcester, MA, during 1930. The car was equipped with a small kitchen and an eight-seat dining room.
STAN HAUCK PHOTO, J. W. SWANBERG COLLECTION

fight, Buck Dumaine parked the *Yankee* on a siding in Sharon, MA, so he could personally lobby an important stockholder for his proxy votes. Edward Rockett was with Buck Dumaine on the *Yankee* when Buck broke down and cried after losing the company to Patrick B. McGinnis.

The First New Haven Employee to Meet Patrick B. McGinnis?

The very first New Haven employee to meet Patrick B. McGinnis, the controversial president of the railroad between April 1954 and January 1956, may have been Edward Rockett Jr. Rockett was on that occasion the steward of a New Haven

Patrick Benedict McGinnis was the New Haven's CEO from April 14th 1954 to January 20th 1956.
NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

dining car on a train of mixed New Haven and Pennsylvania Railroad equipment (perhaps the *Patriot*) running from Boston to Washington. The encounter occurred just before the famous April 1954 proxy battle.

A Pennsylvania trainman or Pullman parlor car attendant alerted Edward Rockett that Patrick McGinnis, the man who might become his future boss, had boarded the train at Penn Station and was riding in a parlor car. Rockett walked through the train to the parlor car and introduced himself to McGinnis. He told Patrick McGinnis that there was a New Haven dining car on the train and that as its steward, he would be pleased to have McGinnis as his guest for a meal. McGinnis thanked Rockett for his hospitality but told him that since he was getting off the train at Newark, NJ, there would be no time for a meal. McGinnis then told Rockett that if he became president of the New Haven Railroad, he would turn every employee into a salesman and ensure that everyone received a bonus equal to the percentage of their sales. Edward Rockett told McGinnis that he was a dining car steward, not a salesman. McGinnis replied that getting people into the dining cars was essentially a sales job and that under his management the more guests Rockett served in his diner the more money he would earn.

Rail Charge Cards

The New Haven implemented a credit card system during 1954. These credit cards were called "New Haven Railroad Rail Charge Cards," and were issued and honored by the New Haven Railroad up until the Penn Central merger.

The earli[illegible] these w[illegible] sized credit cards were mad[illegible] a piece [illegible] dstock fitted with a small met[illegible]e emboss[illegible]ith the cardholder's name, ad[illegible]ess, and cl[illegible]e number. In 1956 the New Haven's charge ca[illegible] were changed to plastic and were made identical in size and shape to modern credit cards.

New Haven Railroad Rail Charge Cards were originally valid for purchasing passenger train tickets only. However, during 1955 the service was expanded to cover expenditures made on New Haven diners and grill cars and on Pennsylvania Railroad diners and coffee shop cars operating on through trains between Boston and Washington, DC.

The State-Series Sleeping Cars

The New Haven took delivery of four new bedroom-buffet-lounge-sleeping cars from Pullman-Standard during January 1955. The four cars, which were built at Pullman's Calumet facility, were named *Bay State*, *Keystone State*, *Nutmeg State*, and *Pine Tree State*. These streamlined stainless-steel sided cars were similar in most respects to the other Pullman-Standard sleepers purchased by the New Haven Railroad during the immediate postwar years.

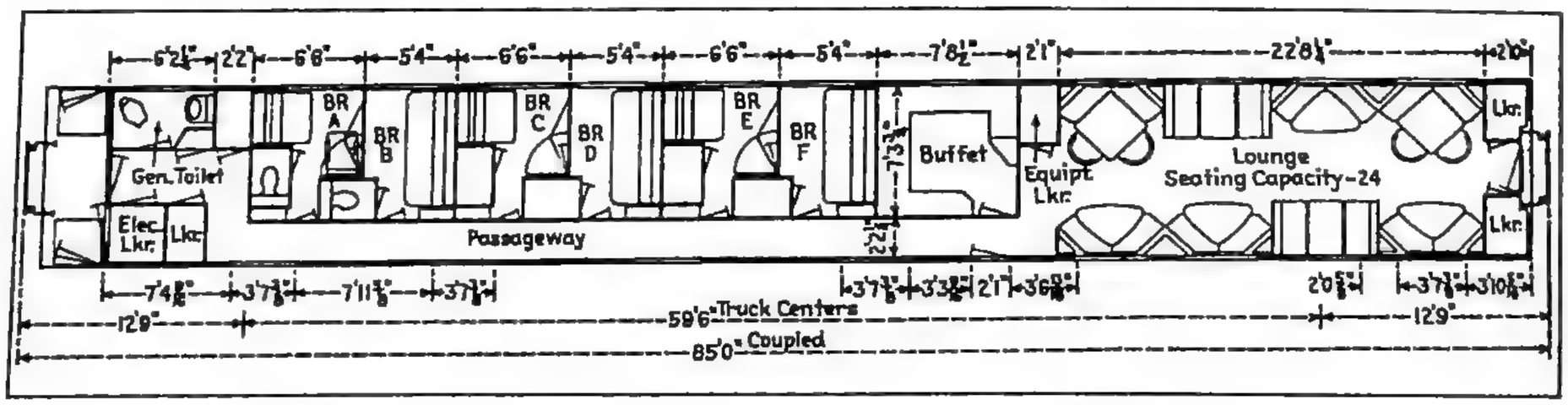
The four *State*-series sleeping cars were noteworthy in that they were furnished with unusually well-equipped food service facilities. Indeed, the 24-seat lounge areas of these cars, with their combination serpentine and booth seating, incorporated many of the elements used in Pullman-Standard dining cars of that period.

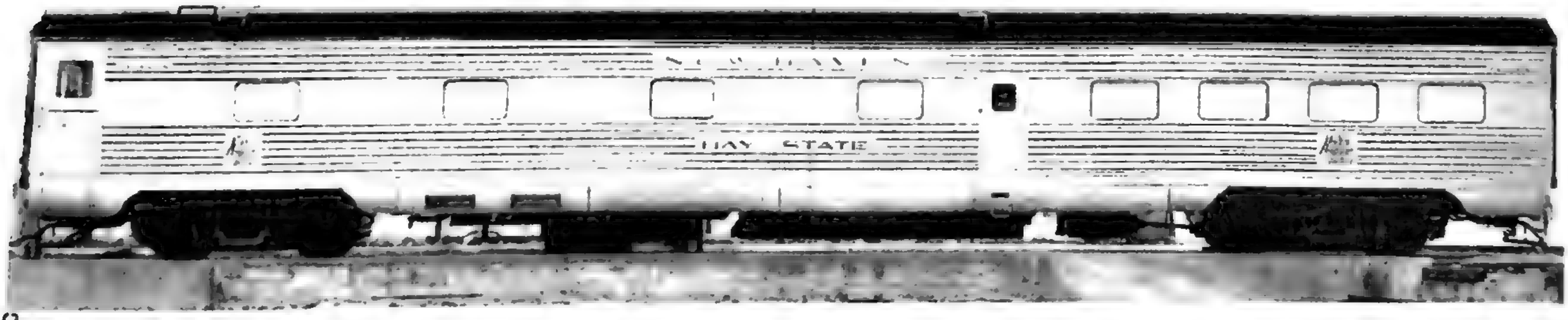
The buffet-kitchen compartments on the *State*-series sleepers were much more sophisticated

BELOW RIGHT: Over a third of the interior space of the *State*-series sleeping cars was devoted to food preparation and serving facilities. Note the serpentine seating, angled tables, and cafeteria-style dining booths shown in this floor plan. RAILWAY AGE

BOTTOM: *Bay State* was one of four bedroom-buffet-lounge-sleeping cars delivered to the New Haven by Pullman-Standard during early 1955. The six-bedroom cars were intended for use on the overnight *Washingtonian* and *Montrealler* trains. The *State*-series sleeping cars and the visually similar *Beach* cars were unique among the New Haven's stainless steel-sided streamlined cars in that they never had painted window bands. Additionally, the four cars were equipped with very elaborate buffet facilities. The service door visible in this photograph opens to the car's buffet-kitchen.

FACING PAGE, BOTTOM LEFT: The tables and seats used in the lounges of the *State*-series sleeping cars were similar to those fitted to many diners by Pullman-Standard during the late 1940s and early 1950s. These cars had unusually sophisticated buffet-kitchens.
BOTH, PULLMAN-STANDARD



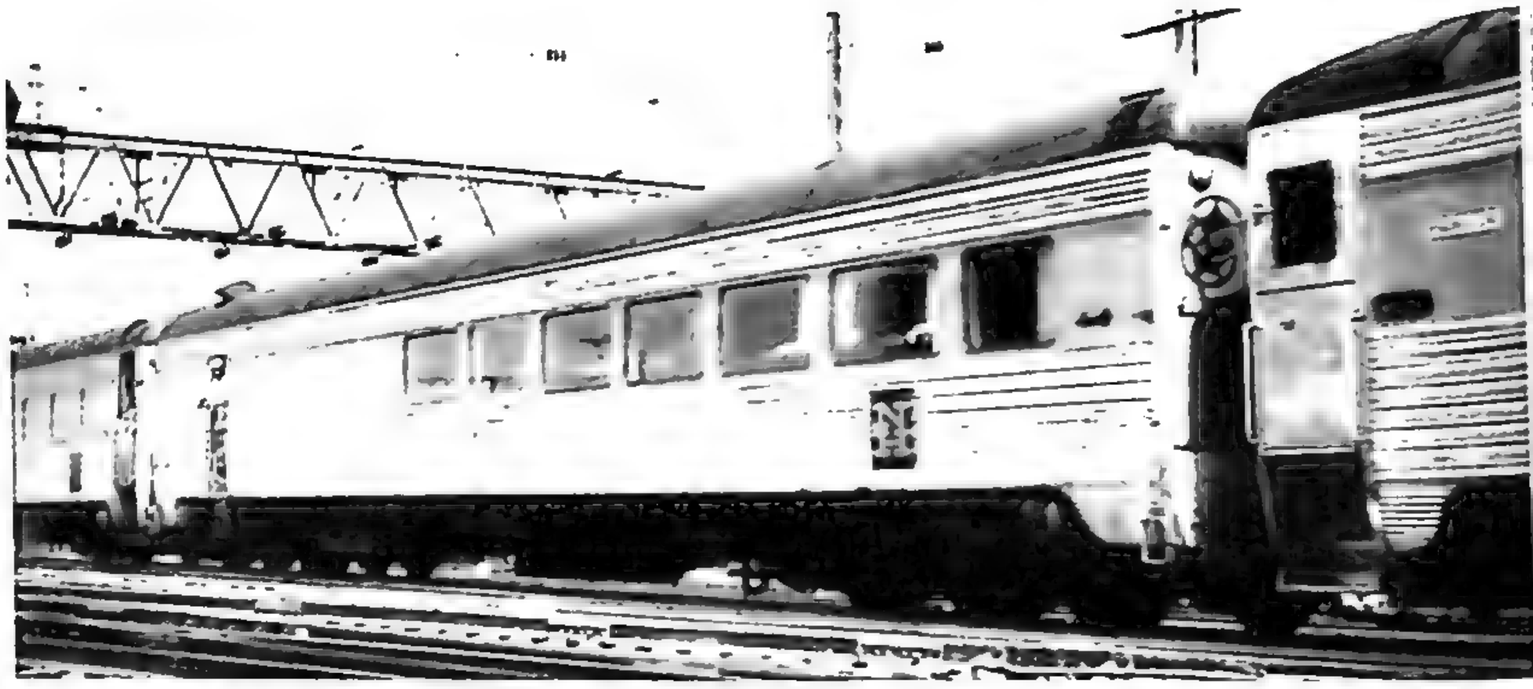


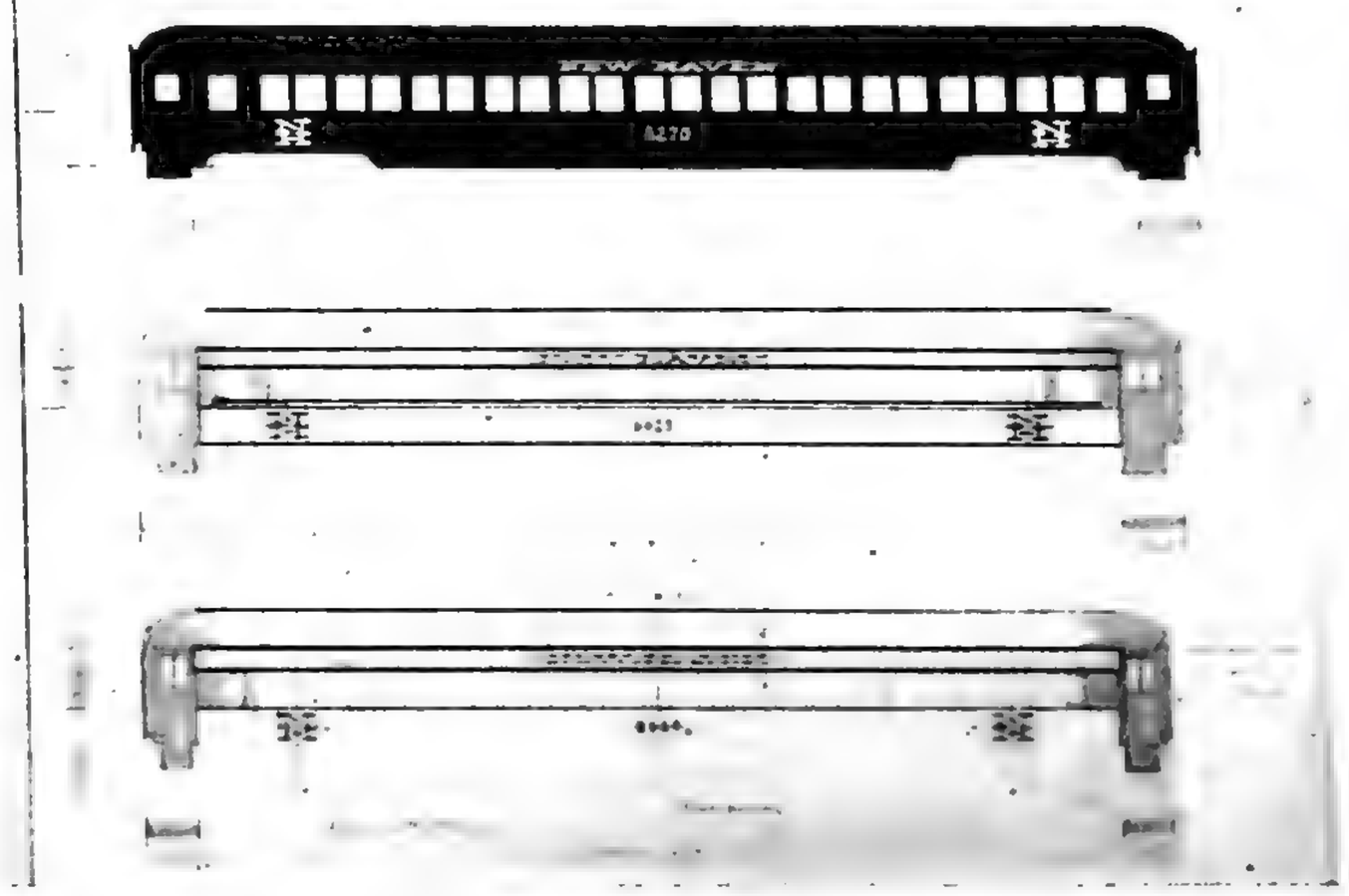
than those of most other lightweight-equipped passenger cars. Additionally, these buffet compartments were equipped with large charcoal broilers. In most respects, the buffet facilities on the *State*-series sleepers were equivalent to small dining car kitchens. Because of this, the four cars were able to offer fairly elaborate hot meals including such things as broiled steaks, fish, and hamburgers.

The New Corporate Image

New Haven president Patrick B. McGinnis put a new corporate image into place on the railroad during early 1955. This new image, which featured a bold new "NH" logo and a series of geometric red-orange, white, and black color schemes, first manifested itself on the New Haven Railroad's food service cars in the form of redesigned menus introduced during the late spring of 1955.

All of the railroad's postwar P-S diners and grill cars were repainted into a new-image color scheme—which for these cars consisted of a red-orange window band and black roof—during the summer of 1955. Heavyweight food service cars were being phased out on the New Haven during the mid to late 1950s. Thus, most of the heavyweight food service cars that operated in revenue service after 1955 remained in the New Haven's traditional green or mock-stainless steel silver colors. Rumor has it that one silver-painted heavyweight dining car received a red-orange window band during 1955 but no photographic evidence supports this. A small handful of heavyweight food service cars, such as diner 5241 and the cafe-coach *Narrows Light*, received the standard new image color scheme for heavyweight passenger cars, which consisted of a black carbody and red-orange letter board.





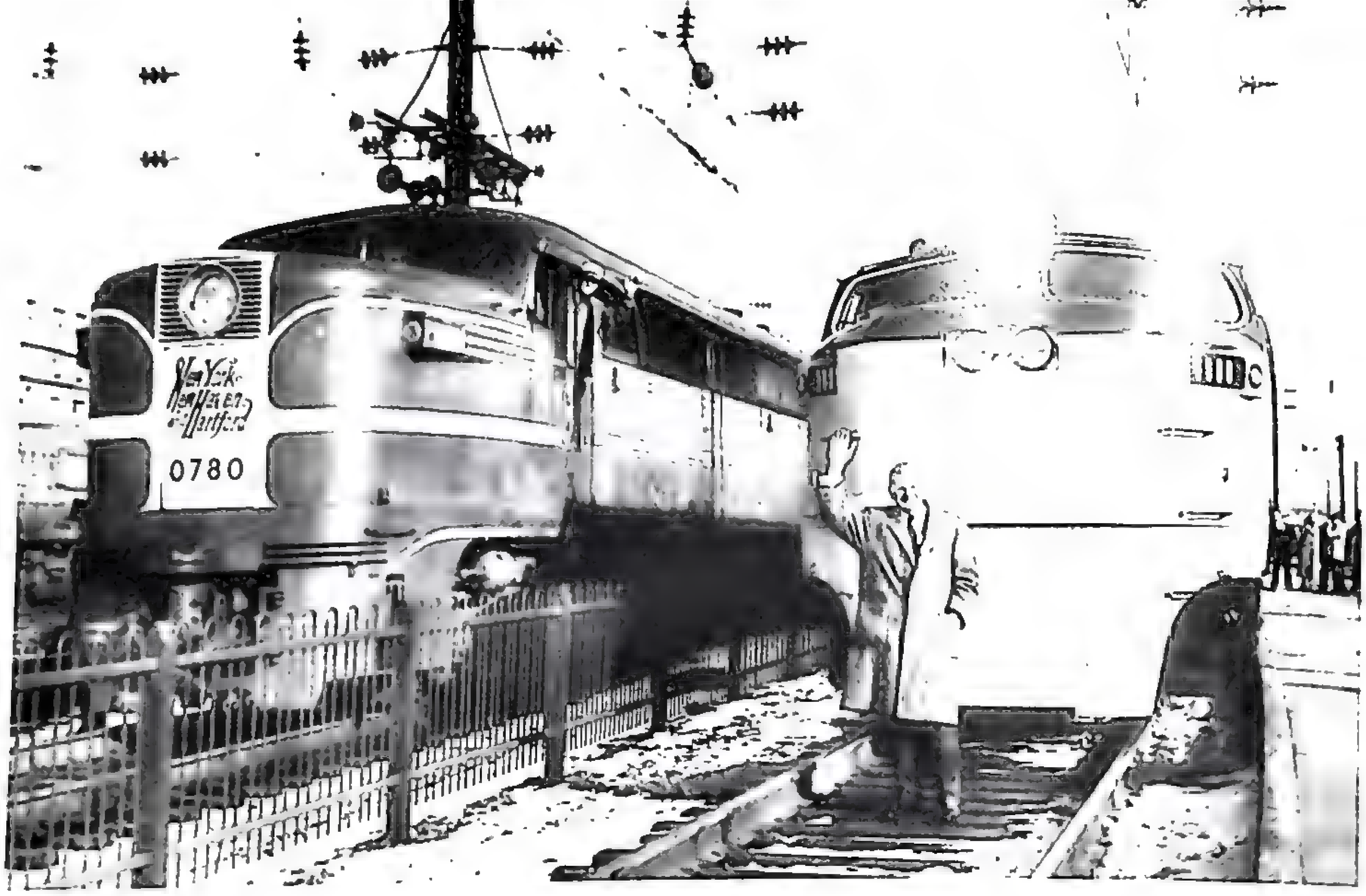
TOP: Grill car 959 shows off the new colors and "NH" logo adopted by the New Haven in 1955. The standard new-image color scheme for most of the stainless-sheathed cars featured a black roof, red-orange window band, and the new NH logo. BOB'S PHOTO

ABOVE: The original new image color scheme for all passenger cars other than those which were sheathed in stainless steel featured a black carbody with a white band below the windows and a red band above. The bottom sketch on this diagram shows this color scheme applied to cafe-coach *Narrows Light*. At least three prewar P-S lightweight coaches received this scheme before the mechanical department realized that the white band would prove impossible to keep clean. The

Food Service on the Experimental High-Speed Passenger Trains

President McGinnis ordered three experimental high-speed passenger trains during the early summer of 1955. The three trains—the P-S Train X *Dan'l Webster*, American Car & Foundry's Talgo *John Quincy Adams*, and Budd's RDC-based *Roger Williams*—were originally equipped with a mobile food service cart that was called a "Cruisin' Susan." The Cruisin' Susan, inspired by the food service carts used on airliners, was designed to be pulled through the aisles of the new trains by female attendants who would dispense sandwiches, snacks, and drinks to seated passengers. A special metal clip was designed for the seats of the three trains to hold disposable plastic cups.

The basic idea underlying the Cruisin'



President George Alpert poses with the low-slung Train-X *Dan'l Webster* and a conventional passenger train at New Haven, CT, on the occasion of the experimental train's ill-fated press run on January 8th 1957. The rear locomotive caught fire when the double-ended train transitioned from diesel to electric power on the approach to Grand Central Terminal. As a result of the fire, the *Dan'l Webster's* revenue service debut was delayed until March 25th 1957. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

conventional sit-down meals during a trip between Boston and New York City. Unfortunately, the visionary Patrick McGinnis was long gone from the New Haven by the time the three experimental trains were delivered to the railroad. McGinnis' successor, George Alpert, did not operate the trains at the high speeds for which they had been designed when they went into service during the spring of 1957.

Although the new trains had been designed for a two-and-a-half to three-hour running time between Boston and New York City, President Alpert put the *Dan'l Webster*, *John Quincy Adams*, and *Roger Williams* into service on the normal schedules of conventional passenger trains instead. Soon afterwards, passengers began to complain about the lack of sit-down meal service during the course of the four-hour or more duration it took to run between Boston and New York City. Additionally, food service attendants, conductors, trainmen, and passengers complained that the Cruisin' Susans blocked the train's aisles during the frequent station stops along the Shore Line Route.

During the fall of 1957, one car on each experimental train was converted into a dining car at the Readville Car Shops using Erlenmeyer mobile kitchen equipment and cafeteria-style booth seating and tables. During their brief period in service, these three unusual diners, which with their limited menus were really more like grill cars, pioneered the use of frozen dinners on the New Haven Railroad.

The *Dan'l Webster* and *John Quincy Adams* suffered from a seemingly unending series of mechanical problems. Additionally, both trains had peculiar low-speed riding qualities that literally made crews and passengers sick. As a result, both trains were removed from service and stored pending disposal during the early summer of 1958. At about the same time, the *Roger Williams* was assigned to the Boston-area RDC pool without its dining car unit. Thus, the homemade dining cars built for the three experimental high-speed trains served comparatively few meals.

The three experimental high speed lightweight passenger trains were fitted with small kitchens and cafeteria-style dining booths at the Readville Car Shops during late 1957. The dining area fitted to the *Dan'l Webster*, seen here shortly after completion, was similar to the dining areas installed on the *John Quincy Adams* and *Roger Williams*. The *Dan'l Webster* rode so poorly at low speeds that crewmembers suffered from severe motion sickness. Dining Car Department employees with seniority refused to work this train during the short time it was in service. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

Providing Food and Beverage Service on Non-Food Service Cars

Some kind of food or beverage service was generally available on board parlor cars, lounge cars, sleeping cars, and other types of non food service cars on the New Haven Railroad. In other words, on passenger cars other than diners, grill cars, and

LEFT: Upstairs waiter or Pullman parlor car attendant taking a refreshment order from a passenger on board a New Haven *County*-series parlor car during the late 1940s or early 1950s. The 20 *County*-series cars were delivered with several different interior plans, including the lounge seen here. NEW HAVEN RAILROAD PHOTO, AUTHOR'S COLLECTION

BELOW: The *County*-series baggage-parlor cars—such as *Kent County* at New London, CT, on May 29th 1949—were delivered by P-S during 1948 and were equipped with buffets to provide food and beverage service.
GEORGE E. VOTAVA PHOTO, J. W. SWANBERG COLLECTION

bar cars. Generally informal in nature and served at the passenger's seat, the refreshments provided on board such cars could be as basic as bottled beverages, bagged snacks, and pre-wrapped sandwiches or as sophisticated as a broiled steak, cold-cut plate, and full breakfast.

The food and beverage services provided on board non food service cars on the New Haven was typically administered by parlor car, lounge car, or sleeping car attendants. However, certain trains like the premier service *Merchants Limited* and the *Yankee Clipper* employed an "upstairs waiter" to serve passengers seated in the train's parlor cars. Although the upstairs waiter could bring these passengers anything they wanted from the dining car, most people preferred to eat their meals in the diner. Thus, the upstairs waiter typically served alcoholic beverages and light snacks. Likewise, coach passengers could purchase sandwiches, drinks, and snacks from the New Haven Railroad "train boys" or Union News Company "butchers" who roamed the cars on Shore Line Route trains.

The New Haven operated a staggering variety of non-food-service passenger cars that offered some measure of food or beverage service. For example, the *County*-series streamlined baggage-lounge, drawing room-parlor-lounge, and baggage-parlor-lounge cars built for the New Haven by Pullman-Standard after the Second World War were all equipped with buffets, which were actually compact kitchens. Many of the New Haven's older parlor cars, lounge cars, observation cars, and other first-class passenger cars were also equipped with buffets, as were some private commuter club cars such as the *Southport Club*. Although these buffets were mainly oriented towards alcoholic beverage service during the postwar years, many were capable of serving sandwiches, light meals, and various kinds of snacks.

As mentioned previously, a number of companies provided parlor, lounge, and sleeper service to the New Haven Railroad on a contract basis during the 19th century. In March 1893 the railroad let the last of these service contracts expire. Afterwards, from March 1893 to January 1913, the New Haven operated its own parlor cars, lounge cars, and sleeping cars. Then, to raise funds and help modernize its largely wooden passenger car fleet, the New Haven sold all its parlor, lounge, and sleeping cars to the Pullman Company on January 1st 1913. Thereafter, Pullman operated parlor cars, lounge cars, and sleeping cars for the New Haven Railroad on an exclusive contract basis.

For a variety of reasons, the New Haven was again in great financial difficulty by the latter half of the 1950s. The president of the New

Haven Railroad at that time, George Alpert, made cost-cutting one of the highest priorities of his administration.

In an effort to save money, president Alpert arranged for the New Haven to take over the operation of parlor cars, lounge cars, and other similar first-class cars from the Pullman Company on October 1st 1956. After this date, the buffets and other food and beverage services offered on board these cars were managed and staffed by the Dining Car Department. The employees who served food and beverages on these cars were called "attendants"—for example, lounge attendant, parlor car attendant, buffet attendant. During the first twelve months after the New Haven assumed these operations from the Pullman Company, the Alpert administration claimed to have saved the New Haven over a half-million dollars.

ABOVE: A parlor car wine list from the late 1950s.
J. W. SWANBERG COLLECTION

Contracts between the New Haven and the Pullman Company to operate the railroad's sleeping cars remained in place after October 1st 1956. Thus, the food and beverage services provided on board the New Haven's sleepers, such as the *State*-series cars described earlier, continued to be operated by Pullman employees. Coincidentally, the Pullman Company exited the passenger train service business on January 1st 1969, the very same day the New Haven was merged into the Penn Central Transportation Company and ceased to exist as an independent corporate entity.

RIGHT: Grill Car Girl Alice (Gillis) DeSimone, dressed as a Spanish dancer, entertains passengers on the *Merchants Limited* with Donald Polvere.
CATHERINE QUINLAN COLLECTION

Music on the Merchants Limited and Neptune

During the late 1950s and early 1960s the New Haven's Dining Car Department hired musician Donald Polvere to play music onboard the *Merchants Limited*. Mr. Polvere, who was well known in the Boston area, played his accordion onboard the westbound *Merchants Limited* during its run to New York. Polvere would spend the entire trip walking from car to car, playing his accordion as he went. At the end of the run, he deadheaded back home to Boston on another train.

In 1960 the New Haven restored summertime passenger service between New York City and the Cape Cod end [illegible]'s at Woo[illegible]ole and Hyannis. All Cape C[illegible]nger ser[illegible]ad been suspended in June [illegible]when th[illegible]mmonwealth of Massachus[illegible]used to p[illegible]de subsidies for the railroad's [illegible]ney-losing [illegible]d Colony commuter operations. When the Cape Cod trains started up again during the summer of 1960, the New Haven Railroad Dining Car Department arranged for Donald Polvere to play his accordion on the Friday afternoon *Neptune* train.

The *Neptune* had a well-deserved reputation as a party train and it attracted a fun-loving clientele. On many occasions, Polvere was accompanied on his rounds through the train by passengers who were amateur musicians. For a time during the early 1960s, four men who played the bass fiddle, trumpet, clarinet, and saxophone were regular passengers on the *Neptune*. These men often brought their instruments with them and helped Donald Polvere entertain their fellow passengers. Once, the five men marched through the train, playing their instruments as they went, right into the dining car's kitchen. The chef who was assigned to the *Neptune* at that time was a West Indian man who also happened to be an amateur musician. This man brought his bongo drums on the next run of the *Neptune* and presented a concert of his own to the guests seated aboard his diner.

Coal And Charcoal

Although electric ovens and a few experimental microwave units were tried on some food service cars during the 1940s and 1950s, the stoves used on board most of the New Haven's food service cars were fueled by coal and charcoal until the very end. Coal fueled the ovens used on board the majority of the New Haven's diners. Charcoal, which imparted a special flavor to meats and fish, was used in the grills and broilers used on board

dining cars, g[illegible]ars, and a [illegible]w other cars such as the *State*-series [illegible]epers.

The New Haven Railroad Dining Car Department stored the Boston terminal's coal and charcoal supplies for food service cars in an old wooden boxcar permanently parked on Track 27 in the Dover Street yards. Every month, the commissary ordered 3,000 twenty-pound bags of charcoal from a company in West Virginia to serve Boston's requirements. Likewise, the commissary ordered about two tons of coal every two weeks to fuel dining car ovens. One night during the 1960s, a thief smashed a hole in the side of the Dining Car Department's boxcar and made off with hundreds of bags of charcoal briquettes.

Although many railroads used artificial logs made of compressed wood shavings in later years, there is no evidence that the New Haven did.

Charcoal Broiled Boston Scrod

One of the most popular meals served on board New Haven dining cars was charcoal broiled Boston scrod. Scrod, which many people mistakenly believe is the name given to the "catch of the day," is a traditional New England dish made from codfish or haddock. The name scrod was derived from the name of an old hand tool used to remove scales from fish. The New Haven only served haddock scrod on board its dining cars.

According to former Grill Car Girl Betty DiGregorio, some people used to ride the *Merchants Limited* during the 1950s just to eat the charcoal broiled Boston scrod that was prepared by cook Fred Lawrence. Normally, the railroad's rules stipulated that the dining car kitchen doors had to be closed at all times. However, Fred Lawrence used to keep the door to his kitchen slightly ajar while he was broiling scrod so the passengers could smell its delicious aroma throughout the train.

Other New Haven Dining Car Favorites

Although New Haven Railroad dining cars served many excellent foods, there were a few things that guests seemed to enjoy more than anything else.

In the days before the Dover Street cook car was closed, New Haven diners and grill cars were famous all over New England for their fresh baked apple pies. Guests would often ask to take slices, or even whole apple pies, home with them.

The New Haven used Cortland apples exclusively in its pies, and cooks traditionally cored, peeled, sliced, and froze the apples before using them to give the railroad's pies a special flavor and texture. On the New Haven, apple pie was always served with a slice of Kraft American cheese under the bottom crust or with a scoop of vanilla ice cream on top. The Dining Car Department's rules stipulated that pies were to be considered fresh for one day only and that unconsumed pies or slices of pie could not be reused the following day. For this reason, one eccentric cook was often seen at the New Haven's small terminal in Hyannis, MA, during the early to mid-1960s flinging leftover pies out his car's service door across the yards!

For some reason, Welsh rarebit was extremely popular on New Haven dining cars. After eating a meal of Welsh rarebit, guests often asked the steward to get the recipe from the cook for them so they could make it at home. The New Haven's Welsh rarebit, like any other, was merely toasted bread slices with cheese sauce poured over the top. The Dining Car Department procured the cheese sauce used on its Welsh rarebit exclusively from the S.S. Pierce Company. This sauce was widely available at that time on grocery store shelves.

The recipe that was perhaps most often requested by the New Haven's dining car guests was for the railroad's oxtail soup. Much to the surprise and disappointment of passengers, the railroad did not have its own special oxtail soup recipe, instead serving its dining car guests the exact same Knorr oxtail soup that was available as a dry mix from their local grocer.

Coffee

Coffee was the most popular item served on New Haven trains during morning runs. In fact, coffee was perhaps the only item on the New Haven's menus for which there was a steady demand throughout the entire day. During the late 1940s passengers departing from Boston's South Station consumed about 280,000 cups of coffee annually on the New Haven's trains. Not only was coffee popular with passengers, it was also extremely profitable for the railroad since it was mostly water and required very little effort to prepare.

Sometimes passengers could be very irritable before they had their morning cup of coffee. On one occasion, a guest seated in a grill car actually stuck his foot out into the aisle and attempted to trip Grill Car Girl Ruth Anderson. Having stopped Ruth, the guest yelled at her, "Hey, I haven't had my coffee yet." To which Ruth replied, "Don't take it out on me. I'm not your wife."

The New Haven's Second Bankruptcy

Despite the fact that the Dining Car Department remained a profit center, the New Haven steadily scaled back its food service operations throughout the late 1950s and 1960s. For the most part, this was a natural consequence of the steady reduction in passengers carried over the railroad as a result of dramatically increased highway and airline competition during the postwar era. The New Haven lost two-thirds of its passenger traffic between the mid-1950s and the early 1960s, largely because of the completion of the Connecticut Turnpike in 1958 and the almost simultaneous introduction of jet aircraft to the Boston–New York air corridor.

The passenger traffic losses, combined with industrial paradigm shifts and more than a little mismanagement, put the New Haven in ever increasing financial jeopardy as the 1950s came to a close. President George Alpert regularly petitioned the government on both the federal and state levels in an effort to obtain loans, subsidies, and tax relief for his foundering company. Although Alpert had some success, the loans and other concessions he obtained from the government proved inadequate to prevent bankruptcy.

In July 1961 George Alpert finally gave up and put the New Haven Railroad into bankruptcy for the second time in its corporate history. The bankruptcy court dismissed Alpert and replaced him with three trustees; Richard Joyce Smith, William Kirk, and Harry Dorrigan. The three trustees quickly implemented an austerity program, which included some passenger service cutbacks, in an effort to improve the bankrupt railroad's financial condition. Despite this austerity program, the Dining Car Department strived to offer the highest possible standard of food service to passengers through the end of the 1960s.

VISIT OUR
DINING
CAR
A DELICIOUS MEAL or TEMPTING SNACK
AT POPULAR PRICES
★ Steward's Special ★
Cup Cream of Shrimp Soup
Tuna Fish Salad Sandwich
Home-made Apple Pie
Pot of Coffee
$1.85
CHOPPED SIRLOIN STEAK, Potato, Vegetable, Roll 1.95
ROAST TURKEY, Giblet Gravy, Potato, Vegetable, Roll 1.95
FISH CAKES and BOSTON BAKED BEANS, Raisin Brown Bread 1.75
HOME-MADE APPLE PIE .45
FRENCH VANILLA ICE CREAM, Strawberry Sauce .45
★ COCKTAILS and LIGHT REFRESHMENTS ★
NEW HAVEN RAILROAD
12-59

The Dining Car Department continued to offer the best possible food service as the New Haven slid towards bankruptcy during the late 1950s. By December 1959, the date of this advertising flyer, many railroads in much better financial condition than the New Haven had dropped their food service or were experimenting with cheap alternatives like vending machines. You can be sure that the home-made apple pie listed on this flyer was baked in the Dover Street cook car!
AUTHOR'S COLLECTION

What's Cooking?

Despite the bankruptcy, Dining Car Department Superintendent Wilfred Duprey cared enough to personally inspect whatever was cooking on the *Merchants Limited* before the famous train departed Boston for New York City. One day, Duprey boarded the train in the yards and peeked into the kitchen of one of the dining cars. He observed a l[illegible]ered po[illegible] the stove, boiling furiously. [illegible]t was so[illegible]ime before the train was due [illegible] backed South station, Duprey calle[illegible] car's chef [illegible]r and asked him why he had started his coo[illegible]ng so early. The chef was visibly nervous and provided an indistinct reply. At that point, Wilfred Duprey lifted the pot's cover, revealing that the chef had been boiling his dirty socks.

Wilfred Duprey sent the chef home and a few days later there was a hearing in the Dining Car Department's offices to deal with this matter. The poor chef's dirty socks were presented as evidence and persons who were at the hearing later reported to their friends that the still dirty socks filled the room with a powerful aroma.

Maintenance And Vandalism Problems

The New Haven's financial problems were so serious during its second bankruptcy that the company was often uncertain if it would be able to meet its payroll. For the most part, the New Haven was kept afloat during this time by periodic infusions of government loans. The government's strategy with respect to the New Haven seemed to be to give it barely enough money on a just-in-time basis to keep it staggering along, but not enough money to get it out of the red. Under such dire financial circumstances, the railroad's managers tried to save money any way they could.

Maintenance expenditures were slashed across the board. As a result, it was not unusual during the 1960s for New Haven food service cars to be operated in deplorable condition. Passenger cars of all kinds were often sent out on the road with mechanical problems and trains often looked as if they were going to a scrap yard instead of South Station or Grand Central Terminal. At one point equipment had become so filthy on account of irregular washings that an official directive was issued ordering car inspectors to wipe down the numbers painted on passenger cars during each running inspection just to keep them visible. Continuing to provide a high level of service under the terrible conditions of the 1960s bankruptcy often severely tested the mettle, ingenuity, and public relations skills of New Haven Railroad Dining Car Department employees.

Poorly maintained steam heating lines sometimes parted or broke while trains were in transit during the 1960s. When a steam line broke under a diner or grill car, there was a sound like a gunshot and within a couple of minutes the car would become so full of steam that it looked

like a steam ba The standard procedure to follow when a steam line broke was to get the passengers out of the car and then contact the conductor. Generally the train was stopped as soon as practical and temporary repairs were made. The first time Grill Car Girl Catherine Quinlan experienced a broken steam line she ran out of her grill car so fast that her hostess later remarked that all she could see of Catherine were the soles of her shoes!

New Haven food service cars sometimes operated with inoperative air conditioning systems during the most poverty-stricken periods of the 1960s bankruptcy. One hostess, who was known for her tough no-nonsense attitude, was assigned to a grill car with no air conditioning on a hot summer day in the early 1960s. En route, the interior of the car became as hot as an oven and the Grill Car Girls did their best to endure the terrible heat while baking in their heavy wool uniforms. One attendant said that she was going to faint from the heat. The hostess told the attendant that she could faint after all the guests had been served. Another attendant who complained about the heat was told to be careful not to drip any sweat into the food!

At the other extreme, New Haven food service cars sometimes operated in the cold winter months during the 1960s with inoperative heating systems that turned the cars into iceboxes. The Grill Car Girls were not permitted to wear their winter coats, gloves, or boots while on duty and on those freezing days when there was no heat they suffered terribly from the cold. On more than one occasion Grill Car Girl Geraldine Corrado had to melt bags of ice cubes to make coffee on grill cars that had become so cold that the water pipes had burst. On other occasions, the women were forced to carry water to the grill cars from the coaches.

One dishwasher was assigned to a grill car that operated for several weeks in the dead of winter with a substantial hole rotted out of the kitchen floor. The poor dishwasher had to stand with his feet on either side of this hole while he worked, all the while subjected to a steady blast of frigid air mixed with filth stirred up from the roadbed.

As the 1960s progressed, civil order in many of the cities served by the New Haven broke down and vandalism became a serious problem for the railroad. Food service cars were often damaged or had property stolen from them while they were parked in the yards. Several grill cars that were stored out of service in the Cedar Hill yards in New Haven during the late 1960s were actually stripped of their copper water pipes and bar compartment paneling by scavengers.

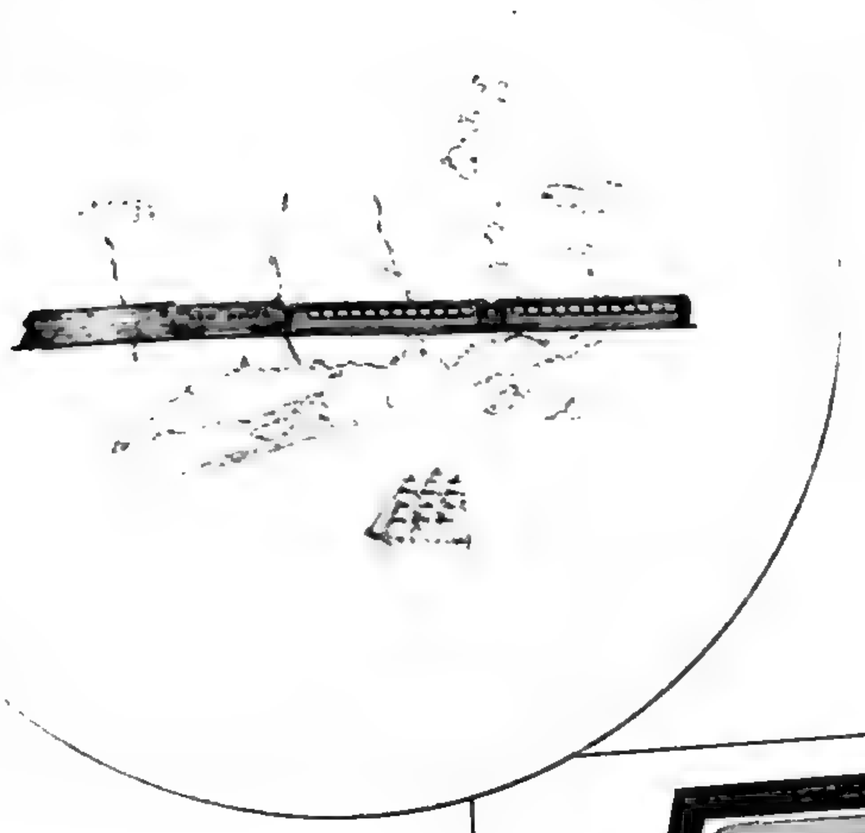
Passenger trains were frequently stoned by feral urban youths or had heavy objects like cinder blocks and shopping carts dropped on them from overpasses. At one point during the late 1960s, broken passenger car windows became such an overwhelming problem that the New Haven essentially gave up on replacing windows that were not completely shattered. The railroad had rectangular adhesive stickers printed up with the caption "Vandalism Broke This Window" that were stuck on cracked windows in an effort to explain this problem to passengers.

Individual serving baked bean pot underlined by a Caribe saucer. The cheap, undecorated Caribe china was purchased by the Dining Car Department to replace broken Platinum Blue articles during the 1960s. The poor quality of the rubber-stamped marking on the New Haven's beanpots was characteristic of these items. AUTHOR'S COLLECTION

Caribe China

The "Platinum Blue" pattern that was introduced during the late 1930s was the New Haven's standard food service car china pattern going into the 1960s. Originally, every article of Platinum Blue china delivered to the New Haven was marked by the factory with the railroad's initials. As an economy measure, stock Platinum Blue articles were purchased as time went on that were not custom marked with the railroad's initials.

During the mid to late 1960s, the New Haven purchased china from a Puerto Rican company called "Caribe" to replace broken Platinum Blue pieces. The New Haven's Caribe china was a plain undecorated ware of approximately the same shade of blue as the Platinum Blue china. During the final years of the New Haven's corporate existence, Platinum Blue and Caribe china were intermixed on the railroad's food service cars. Typically, passengers and food service car crews broke more cups and saucers than any other kinds of china. Thus, it was not unusual during the last years of the New Haven's corporate existence to find fully railroad backstamped Platinum Blue pattern coffee cups on top of Caribe saucers or vice versa.



Dining on the Shore Line Rou

5

Penn Central and Beyond

Trustees Richard Joyce Smith, William Kirk, and Harry Dorrigan ultimately proved as unable as former president George Alpert to solve the New Haven's serious financial problems. Apparently the trustees quickly decided that the New Haven's problems were essentially unsolvable and that it had no future as an independent entity. After shopping around for potential merger partners with sufficient financial strength to assume the New Haven's ever-growing debt, the trustees focused on the impending merger of the Pennsylvania and New York Central railroads. In June 1962 the trustees formally filed with the Interstate Commerce Commission to make the inclusion of the New Haven Railroad a precondition for approval of the PRR-NYC merger.

After making several highly publicized threats to shut down the New Haven and liquidate its assets, the trustees finally convinced the ICC to mandate the railroad's inclusion in the PRR-NYC merger during March 1965. In an effort to make the heavily passenger-service-deficit stricken New Haven somewhat more palatable for the PRR and NYC to swallow, the trustees stepped up their scaling back of the New Haven's passenger train operations and passenger related services such as food service.

The trustees went so far as to petition the ICC to allow the New Haven to abandon *all* passenger service during April 1966. This proposal was taken so seriously that the railroad posted passenger service termination notices in all stations and severance packages were put in place for Dining Car Department employees. However, the ICC refused to grant its approval so the New Haven's passenger service continued on.

The Dining Car Department, like all other organizations across the bankrupt railroad, was required by the trustees to make efforts to cut costs and save the company money. One of the most visible ways that the Dining Car Department attempted to cut costs during the 1960s was to reduce the number of crew members assigned to each diner and grill car. For example, during the late 1960s it was not unusual for grill cars to be operated with only four crew members; a hostess, an attendant, a bar attendant, and a counterman or chef.

The financially troubled New Haven's cost-cutting efforts spared no train, not even the famous *Merchants Limited* and *Yankee Clipper*. The *Merchants Limited* had operated with both a diner and a grill car after it was re-equipped with streamlined equipment during 1949. The *Yankee Clipper* had always operated with a dining car after it was streamlined. On occasion, the streamlined *Yankee Clipper* had operated with a diner and a grill car as well.

During the late 1950s the Alpert administration took the diners off the *Yankee Clipper* and replaced them with grill cars. In 1960 the Alpert administration began to operate the eastbound *Merchants Limited* with a dining car only. Both actions, which served to reduce the level of service available on both trains, were cost-cutting moves.

The trustees removed the grill car from the westbound *Merchants Limited* during late 1962. At the same time, the westbound *Yankee Clipper* was dropped from the timetable.

The Alpert administration introduced a new cafe-diner service on a few trains during the late 1950s as a cost-saving measure. Cafe-diner service was expanded by the trustees during the early to mid-1960s. The cafe-diners were normal postwar P-S streamlined dining cars that had a limited menu, reduced waitstaff, and other economizations to help save the railroad money. For example, tablecloths were not used on the cafe-diners and disposable paper napkins were substituted for linen to reduce laundering expenses.

FACING PAGE, CLOCKWISE FROM TOP LEFT: On December 2nd 1968, after many years of protracted negotiations, an extremely frustrated Interstate Commerce Commission finally ordered the Penn Central Transportation Company to merge with the bankrupt New Haven Railroad no later than January 1st 1969. The merger, which took place effective midnight January 1st, was such a rushed affair that the first Penn Central New Haven Region passenger timetables were actually standard New Haven forms to which the Penn Central's name, colors, and logo had been added. AUTHOR'S COLLECTION

During the first months after the New Haven was absorbed by the Penn Central, former PRR and NYC equipment, still in their old colors, freely mixed with former New Haven equipment on the former New Haven Railroad. These two former PRR EMD E8s are taking the former New Haven Railroad's *Manhattan* out of Boston's South Station and are on its way to New York's Grand Central Terminal on October 19th 1969, just ten months after the Penn Central takeover. The third car in this train is a former New Haven grill car. J. W. SWANBERG PHOTO, AUTHOR'S COLLECTION

A United Aircraft Turbo Train promotional folder from the late 1960s. AUTHOR'S COLLECTION

Main courses and sides were placed on the same plate wherever possible to cut back on the amount of china used and the amount of labor required to prepare, serve, and clean up after meals. To cut costs further, bud vases (that required an "expensive" fresh flower) were not used on the cafe-diners. It is important to note that despite the introduction of cafe-diner service, the New Haven Railroad continued to offer traditional dining service with all the frills on higher-class trains such as the *Merchants Limited* right up through the end of its corporate existence.

The Dining Car Department had traditionally ordered food, beverages, and other supplies in bulk quantities. It was not unusual for the railroad's buyers to purchase a year's supply of certain foodstuffs if the market prices seemed favorable. However, during the 1960s the Dining Car Department trimmed down its inventory and its buyers purchased just enough supplies to serve the railroad's immediate needs.

On some occasions the bankrupt railroad's cost-saving efforts bordered on the absurd. For example, Grill Car Girl Catherine Quinlan was once reprimanded during the mid-1960s for using a cardboard serving tray to carry unexpended inventory from her grill car to the commissary after a run. The manager who delivered the reprimand reminded Catherine Quinlan that the "wasted" tray cost the New Haven two cents!

As late as 1965, the New Haven was still operating all of the postwar P-S streamlined diners and grill cars in revenue service. However, nearly all of the heavyweight diners had been scrapped or stored during the late 1950s. In fact, the only older dining cars still in revenue service on the New Haven during the 1960s were a few special cars like the cafe-coach *Narrows Light*.

The Dining Car Department worked around the shrinking pool of available food service cars during the 1960s by re-adopting the 19th century practice of cutting cars in and out of trains en-route. Typically, diners or grill cars would be cut out of morning trains in the city of New Haven. After a short layover in the coach yards adjacent to New Haven Union Station, the cars would be cut into trains heading to Boston, New York City, or Springfield in time to serve lunch. During the late afternoon and evening hours, the diners and grill cars would make a return trip to New Haven serving dinner. Depending upon the time of day, food service cars cut out at New Haven were often sent right back to their terminal of origin to serve the same meal to a new group of passengers on trains [illegible] not sta[illegible] with a food service car in th[illegible]sts.

The service [illegible]s and r[illegible]nent of equipment resulted [illegible] jobs for [illegible]ing Car Department emplo[illegible]rticularl[illegible]ning car waiters and cooks. [illegible] consequ[illegible]e of the increased competition for a shrink[illegible]g pool of jobs, particularly during the mid- to late 1960s, was that a few senior dining car waiters were assigned to work on grill cars.

There was little hiring by the Dining Car Department during the 1960s since the number of employees on staff was more than adequate to handle the needs of the shrinking timetable. Some passengers noticed the lack of new blood. Wilfred Duprey, long time Dining Car Department Superintendent, used to tell a story about a grizzled ex-Marine who asked the motherly looking hostess on a grill car, "Whatever happened to those beautiful young girls you used to have as waitresses 15 years ago?" The hostess replied, "Well, I'm one of them."

Even at this time, the union rules stipulated that New Haven food service car crewmembers were entitled to 205 hours of pay each month, regardless of whether or not they worked that amount of time. The New Haven's relatively small size worked to its advantage during these lean years. Since most runs could be covered in eight hours or less, the Dining Car Department was spared from having to pay out much overtime.

In 1966, grill car number 961 was severely damaged in a wreck, declared unrepairable, and scrapped. This was the very first of the postwar streamlined food service cars to be removed from the New Haven's roster. The trustees refurbished two dining cars and two grill cars at a cost of something on the order of $35,000 during 1967.

During the final year and a half or so leading up to the Penn Central takeover, the trustees' passenger service cuts rendered many food service cars surplus to the New Haven's needs. One surplus grill car, number 953, was leased to the Delaware & Hudson Railroad during late 1967. The D&H was then under new management and its new CEO, Frederic C. "Buck" Dumaine Jr., wanted to improve the D&H's passenger service in opposition to the prevailing national trend. It is worth noting here that Buck Dumaine had served as president of the New Haven between May 1951 and April 1954 where he had implemented a number of passenger service improvements. New Haven grill car number 953 spent the three months between August 8th and November 8th

1967 on . D&H ...*rentian*, which ran between Al ..., NY, a ...ontreal. The 953 was returned t ...ne New ...en after the D&H bought a la ... batch o... ...ssenger cars from the Denver & R... Grande W...tern Railroad.

Five grill cars and the diners *Roger Sherman*, *William Williams*, and *John Carver* were removed from service and stored during 1968 as the New Haven's trustees implemented a last-ditch effort to streamline the railroad's money-losing passenger operations just prior to the Penn Central takeover. Thus, going into the Penn Central merger, the New Haven's fleet of postwar P-S diners and grill cars had been reduced to only 16 active units.

The Turbo Trains

During the early 1960s Pullman-Standard and the United Aircraft Corporation teamed up to develop a new high-speed passenger train concept called the Turbo Train. The Turbo Train, in its original prototype form, was a gas turbine (turbojet) powered articulated train composed of three permanently coupled units. The Turbo Train utilized Pullman-Standard's Train-X tilting technology, first developed during the early 1950s and used on the New Haven's ill-fated experimental *Dan'l Webster*, to allow it to take curves at high speeds. The radically streamlined aircraft-like Turbo Train could run in excess of 100 miles per hour.

The United States Department of Transportation leased the first two prototype Turbo Trains for use as part of its Northeast Corridor high-speed rail transportation demonstration project. The Department of Transportation contracted with the New Haven Railroad to operate the prototype Turbo Trains between Boston and New York City for a two-year demonstration period that was scheduled to start during late 1968.

The New Haven's Dining Car Department made arrangements to provide food and beverage service on board the Turbo Trains, which were equipped with separate snack and beverage service bars. Additionally, each train was equipped with a wheeled beverage service cart similar to the "Cruisin' Susan" that had caused so much trouble to passengers and train crews on the New Haven's *Dan'l Webster* during 1957.

The snack bars on the Turbo Trains were designed to serve a limited menu of pre-packaged food items. Passengers were to be presented with a choice of two different breakfasts and three different microwavable hot lunch and dinner entrees, five different refrigerated sandwiches, an assortment of pastries, hot bouillon, tea, coffee, milk, orange juice, and tomato juice at the snack bar. An assortment of cocktails and highballs, beers and ales, and soft drinks were to be available at all times from the beverage service bar. Additionally, on some runs beverages were to be served airline-style at the passenger's seats via the beverage service cart. The Dining Car Department planned to change the selection of hot entrees every ten days for variety.

The Dining Car Department intended to staff the food and beverage service operations on the Turbo Trains with women from the ranks of the grill car hostesses and attendants. However, instead of calling them hostesses and attendants, they were to be called "service captains" and "assistant service captains." The New Haven intended to staff each Turbo Train with one service captain and two or more assistants.

The railroad developed a special food and beverage service plan for the Turbo Trains. According to this plan, the service captain was to hand passengers a food and bar order form as they boarded the Turbo Train. Desired food and beverage selections were to be checked off on the order form by the passenger at his or her seat. Then, the passenger was to present the competed order form to the assistant service captain at the snack or beverage service bar. Snack bar orders were to be given to passengers on plastic trays that the passengers were to carry back to their seats. All foods were supposed to be served in disposable plates or bowls and all drinks were to be served in disposable cups or single-serving containers. All utensils, with the exception of the trays, were to be disposable. Passengers were expected to dump their own trash and return the empty trays to the snack bar. Bottled or canned alcoholic beverages and soft drinks served in plastic cups were to be available from an assistant service captain tending the small beverage service bar. Additionally, on certain runs an assistant service captain was to be assigned to walk through the train with the beverage service cart to serve alcoholic beverages and soft drinks to passengers at their seats.

The two Turbo Train prototypes arrived at their special maintenance base in East Providence,

TOP: Former New Haven Grill Car Girl Noreen McDonald tends the snack bar on a Turbo Train during June 1969. The Turbo Trains had no real dining facilities. Passengers obtained tray meals and other refreshments from the snack bar, located in the middle of the train, and brought them back to their seats.

ABOVE: Former New Haven Grill Car Girl Catherine Quinlan tends the bar on a Turbo Train during April 1969. The tiny closet-like beverage service bar was located under the dome on one of the train-end power cars. There was just enough room in front of the bar's storage lockers for the Assistant Service Captain to pour and serve drinks. BOTH, CATHERINE QUINLAN COLLECTION

The majority of the New Haven's food service cars did not last long in Penn Central service but the two streamlined tavern-lounge-observation cars were exceptions to this rule. Penn Central typically used the tavern-lounge-observation cars *Watch Hill* and *Bunker Hill* as mid-train bar cars on outbound commuter runs in the New York City area. The two cars were passed on to Conrail and remained in commuter service through the late 1970s. *Watch Hill* is seen here at Williams Bridge, NY, on a Penn Central commuter train on August 24th 1971. J. W. SWANBERG PHOTO, AUTHOR'S COLLECTION

This derelict New Haven grill car was stored at the long-closed Readville Car Shops through the Penn Central years and was eventually scrapped on site during the early 1980s. BOB'S PHOTO

RI, during early October 1968. At least two demonstration runs with VIP passengers on board were conducted over the Shore Line Route during the latter half of October. During these two runs, food and beverage service was provided by New Haven Dining Car Department employees in accordance with the plan described above. As a result of the impending merger with Penn Central, the New Haven's trustees delayed the start of Turbo Train revenue service until early 1969. Thus, the Turbo Trains went into revenue service under Penn Central, not the New Haven.

The Penn Central

On February 1st 1968, after many years of negotiations, the Pennsylvania and New York Central railroads merged to form the Penn Central Transportation Company. At the time, Penn Central was the largest and most diversified corporation in the world. Nearly a year later, at the stroke of midnight on January 1st 1969, the New Haven Railroad was folded into Penn Central and ceased to exist as an independent corporate entity.

As far back ' h 1965, t deral government had ma- that the n Central purchase the banl ew Have lroad as a precondition for I- proval of Pennsylvania-New York Cent erger. Thc en-month delay between the formation of the nn Central Transportation Company and the inclusion of the New Haven in the merger was a result of disagreements over the New Haven's purchase price. Penn Central was not happy to assume the bankrupt railroad's considerable debt and serious financial problems and even less happy to assume the burden of operating the New Haven's extensive network of money-losing passenger trains.

Dismantling the New Haven's Food Service Operations

The Penn Central was not a passenger-friendly railroad. In fact, Penn Central's official corporate policy was to eliminate as many passenger trains as possible. On the very day it took over the New Haven Railroad, Penn Central cut the number of trains operating in both directions over the Shore Line Route between Boston and New York City from 27 to 16. More passenger service cutbacks followed throughout early 1969 and beyond. The pretense used by Penn Central to gain the ICC's approval for such sweeping cutbacks was the supposed need to clear the tracks for the Department of Transportation's Turbo Train demonstration project.

Despite the fact that food and beverage service had added $10,071.85 to the New Haven's bottom line during its final year as an independent railroad company, Penn Central drastically cut back full sit-down meal service over what it termed the "New Haven Region." Diners and grill cars started dropping out of New Haven Region passenger trains once the merger had been consummated. By the end of 1969, the only dining car still in service on the Shore Line Route was assigned to the *Merchants Limited* and this car only ran between Boston and the city of New Haven. This last remnant of a long heritage of dining car service over the Shore Line Route was permanently abolished in October 1970.

Under Penn Central, all food service operations over the New Haven Region were replaced by so-called "snack service," which was available on special snack bar cars, the Turbo Trains, and on certain coaches. Penn Central's snack service consisted of pre-made sandwiches (that were often stale), soft drinks, alcoholic beverages (that sometimes ran out en-route and made passengers *very* angry), coffee, potato chips, candy, and the

like. Th ee wor t best describe Penn Central s service o cooking required."

Penn Centra. :nkrupto; Establishment of Amtrak

Despite its ormous nd substantial diversification, th Penn Cen was a financially weak operation almost from the start. The giant railroad declared bankruptcy on June 21st 1970. Although the reasons for the Penn Central's collapse were many, the draining effect of operating a vast network of money-losing passenger trains on the New Haven Region and elsewhere was an important contributing factor.

In the wake of Penn Central's bankruptcy, the federal government decided the time had come to relieve the railroads of the financial burden of operating money-losing passenger service. This decision resulted from a desire on the government's part to preserve what was left of the nation's dwindling passenger trains and to help prevent any more Penn Central-style financial collapses. The government created the National Railroad Passenger Corporation (Amtrak) to operate the intercity passenger service of any railroad that wished to shed its passenger trains.

On May 1st 1971 Amtrak took over the intercity passenger train operations of the bankrupt Penn Central and all but a few other U.S. railroads. As part of the transition of passenger service from private railroads to the government, Amtrak obtained a large number of locomotives and cars from the participating railroads.

Very few former New Haven food service cars were transferred from Penn Central to Amtrak. In fact, Amtrak did not take any former New Haven diners or grill cars. Amtrak's car inspectors found most of the former New Haven passenger cars to be in poor condition relative to similar cars available from other railroads. The poor condition of the New Haven equipment was mainly the result of deferred maintenance during the 1960s bankruptcy. Additionally, most of the New Haven's postwar passenger cars were severely corroded under their shiny stainless steel siding. Nearly every New Haven food service car that made it into the Penn Central takeover was sold, scrapped, or converted to work service during the early 1970s.

Penn Central threw away or sold off huge quantities of former New Haven silver, china, and linens during the first year or so after the merger. In fact, Edward Rockett Jr., the last New Haven Railroad Dining Car Department Superintendent, recalls that the Penn Central discarded old food service car supplies by the boxcar load while the Dover Street Yards were being vacated prior to being handed over to the Massachusetts Bay Transportation Authority during early 1971.

Former New Haven silver, china, and linens continued to be used by the Penn Central and some material was even conveyed to Amtrak. Former steward Owen Hanley was surprised to find New Haven sugar bowls and other silverware still in use aboard an Amtrak diner operating out of Chicago around 1974.

Many of the New Haven's Grill Car Girls and other food service personnel moved on to Penn Central and Amtrak where they staffed dining cars, cafe cars, snack bar cars, and served as parlor car and sleeping car attendants. Interestingly, the Penn Central made all former New Haven Railroad food service personnel take a very simple math and reading test before assigning them to Penn Central duties.

The New Haven was the only Penn Central predecessor railroad that had employed significant numbers of women aboard trains. At first, Penn Central management was concerned that the former New Haven Grill Car Girls would not fit in with the male food service car crews from the former Pennsylvania and New York Central railroads. However, this proved not to be the case and the Grill Car Girls got along fine with their male colleagues. The last of the former New Haven Grill Car Girls to retire from active railroad service was Catherine Quinlan. She went over to Penn Central at the time of the merger and after a varied post-New Haven passenger train service career retired from Amtrak during 1985.

Amtrak took on very few former New Haven passenger cars and only a minuscule number of these were equipped for food service. Among these rare former New Haven Amtrak cars was the buffet-equipped combination baggage-parlor-lounge *Fairfield County*, seen here on the jointly operated Amtrak/Southern Railway *Southern Crescent* at Washington, DC, on September 10th 1973.
J. W. SWANBERG PHOTO, AUTHOR'S COLLECTION

Dining on the Shore Line Route

6

The New Haven's Dining Car Department

A typical New Haven Railroad dining car was operated by a steward, a team of waiters, and four cooks. Although a few women worked on diners as waitresses, hostesses, or cooks during the New Haven's later years, most of the dining cars on the railroad were staffed by all-male crews.

The Steward

The steward was in charge of the dining car. He supervised the waiters and cooks and ensured that the car was stocked with enough supplies to last for the duration of its run. The steward usually stood at the entrance to the diner. He greeted passengers as they entered the car, escorted them to their table, and assigned them to a waiter. The steward also periodically checked with seated guests to ensure that the service they received was satisfactory. He took payment from the guests and made change. The steward also served as the diner's bartender. In fact, many grill car and bar car barmen eventually moved up to become dining car stewards. At the end of the dining car's run, the steward was accountable for the contents of the cash box and for all unexpended food supplies.

Dining Car Hostesses

A few female hostesses were assigned to dining cars during the New Haven's final decades. This practice began as a matter of wartime expedience but was continued during the postwar years. On those diners to which they were assigned, the hostess served as the steward's assistant. Their main job was to greet and seat guests. Dining car hostesses seem to have been most often assigned to deluxe service trains such as the *Merchants Limited* and *Yankee Clipper* and to special movements such as the summer Cape Cod trains. The New Haven was the first railroad in the country to employ dining car hostesses.

The Waiters

The number of waiters carried on board New Haven diners varied. A typical dining car usually employed six or seven waiters. However, twice the normal complement of waiters was assigned to the dining cars on the *Merchants Limited* and the *Yankee Clipper*, at least through the 1940s, to give passengers riding these two deluxe trains better service.

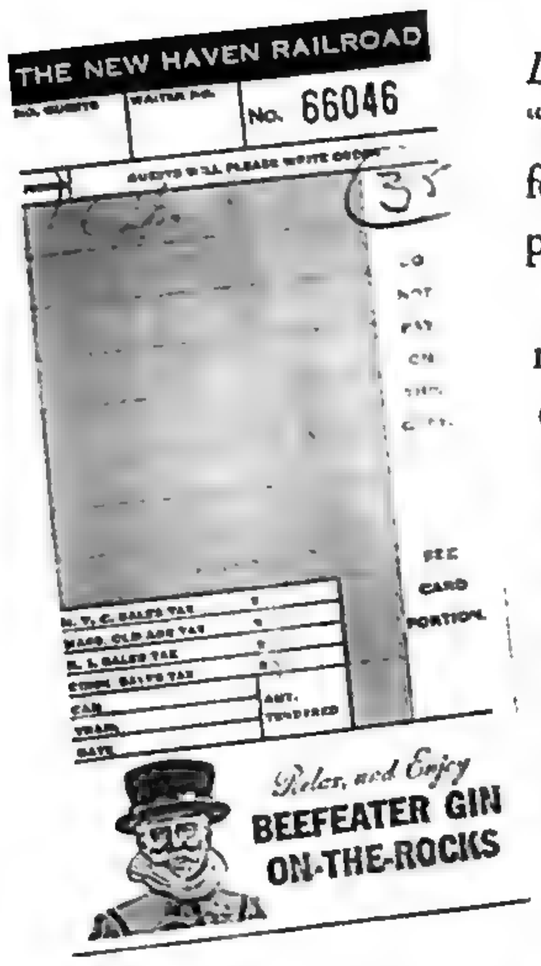
Each waiter was assigned a number that was displayed on a small metal badge worn on his jacket. The numbers corresponded to the setup tasks that the waiter was expected to do before the run and to the job that he was supposed to perform while the diner was operating out on the road. For example, on the New Haven, the #6 waiter was responsible for the car's linen supply, the #5 waiter was in charge of the silverware, and the #1 waiter helped the cooks stock the pantry with food from the commissary.

The most senior waiter on the dining car was the #1 waiter. He was also called the "waiter in charge" or the "pantryman." The #1 waiter usually did not wait on tables but stood in the pantry where he facilitated communication between the waiters and the cooks, ensured that orders had been filled and garnished correctly, and helped prepare salads.

En route, the waiters took meal orders from the guests to the kitchen, carried the prepared meals from the kitchen to the tables, delivered the bill to guests, and cleared the tables after meals had been consumed. On the *Merchants*

FACING PAGE: These two Dining Car Department employees are taking inventory of food items stocked at the main commissary in the Dover Street Yards at South Boston, MA, in 1945. AUTHOR'S COLLECTION VIA LESTER SMITH

BELOW: The steward has just seated a guest on board the *Yankee Clipper*'s streamlined dining car and the hostess is about to hand her a menu. Dining car hostesses were employed on the *Yankee Clipper* and *Merchants Limited* during the postwar era to assist the steward and ensure better customer service. The hostess seen in this staged publicity photograph is Marguerite (Margo) Constantineau. NEW HAVEN RAILROAD PHOTO, DON AND MARGO CONSTANTINEAU COLLECTION



This New Haven "meal check" dates from the late 1960s and records the order of one Coca Cola which was priced at 35 cents. AUTHOR'S COLLECTION

Limited and the *Yankee Clipper*, a man called an "upstairs waiter" was assigned to bring drinks and food from the diners to passengers seated in the parlor cars.

On the New Haven, as on many other railroads, dining car guests were required to write down their own orders on a slip of paper called a "meal check" and hand it to their waiter. Waiters were not permitted to take verbal orders. Requiring guests to write down their own orders prevented misunderstandings between waiters and guests. Additionally, many of the old-time dining car waiters were illiterate and thus unable to write. The New Haven assumed that at least one member of each kitchen crew could read and that in a worst-case scenario, the steward could dictate the order from the meal check!

The New Haven's dining car waiters were generally African-American men, as was the case on most railroads. However, the New Haven operated at least one diner on the Springfield line starting in 1932 (on the *Bankers*) with a team of African-American waitresses.

The tight quarters of a dining car kitchen, particularly on older heavyweight cars such as this one, were hot, cluttered, and dangerous places to work. BOB'S PHOTO

The Kitchen Crew

There were generally four cooks assigned to each New Haven dining car. Each cook had a separate job to do, based u[p]on his seniority. [L]ike the waiters, each cook w[a]s assigned a nu[m]ber and this number corresp[o]nded to their job

The first [c]ook, who was al[s]o known as the chef, was the mo[s]t experienced co[o]k aboard the dining car. Only [s]ubordinate to t[h]e steward, the first cook was in [c]harge of the kit[c]hen and supervised the other co[o]ks. The first [c]ook, together with the steward, selected the ki[t]chen supplies and food from the commissary and supervised their delivery to the dining car prior to its run. The first cook personally prepared all roasts, soups, and gravies and ensured that all foods were prepared and served in accordance with the New Haven's standard recipe book.

The second cook was the first cook's assistant. Additionally, he served as the diner's short order cook and baker. The second cook prepared simple hot entrees such as bacon and eggs or hamburgers and was responsible for baking the fresh breads, rolls, muffins, and pies that were served on board the dining car.

The third cook prepared cold foods such as breakfast cereals, side dishes such as toast, hot and cold vegetable dishes, including salads, and was responsible for general frying. The third cook was often kept very busy cooking vegetables, since all cooked vegetables served on New Haven Railroad dining cars were always prepared in small quantities over the course of the run to ensure freshness. The third cook was expected to assist the second cook when necessary.

The fourth cook was really a cook in training. Prior to the car's run, the fourth cook stocked the diner with coal and charcoal and lit the stove fires. The fourth cook also helped the #6 waiter secure an adequate supply of clean tablecloths and napkins from the commissary. En route, the fourth cook served as dishwasher. He also assisted the other cooks in the kitchen as required and sometimes prepared and wrapped sandwiches that were sold in the coaches by the "train boys" or "sandwich men."

Dining car kitchens were extremely small, having perhaps eight square feet of space in some older cars, and it boggles the mind to consider that about 600 meals might be prepared in such tight quarters during the course of longer runs. Working under such cramped conditions required a high degree of teamwork and organization. Everything in the car's kitchen, from food to crockery, had its own special storage places to help keep clutter in the cramped quarters to a minimum.

only did dining car kitchen crews have to deal with tight quarters, they also had to deal with typically hot working conditions, particularly during the summer months. The vast majority of the New Haven's dining cars were fitted with coal stoves and charcoal burners that heated the tiny kitchens to stifling temperatures. Even after air conditioning came into use, the cool dining room air typically did not reach into the kitchen, forcing the cooks to try to get whatever ventilation they could by opening the service door or a few kitchen windows.

The lack of space in the kitchen, combined with the exhausting effects of working long hours in high temperatures, the motion of the train and the presence of potentially dangerous objects, often resulted in injuries among the kitchen crew. During one three year period, 39 serious injuries to dining car crewmembers were reported on the New Haven Railroad. Among those injured were a cook who received second-degree burns when a ladle in a kettle of boiling oil caught on his sleeve and another cook who had a hand crushed by a heavy cast iron broiler.

Preparation And Administrative Tasks

Preparing a diner for a run could take three hours or more. Under unusual circumstances some supplies could be taken on en route. However, a well-managed dining car was supposed to have enough supplies on hand to last for the duration of the run at the time of departure. Certain foods, such as slow-cooking roasts and pies, were started by the kitchen crew some time in advance of departure or taken on board in a prepared state to ensure that the diner would be ready to serve hungry passengers as soon as possible.

Generally, the New Haven Railroad opened its dining cars for business about a half-hour prior to the train's scheduled departure from the terminal station. The car's waiters literally stood at attention in the dining area like military men as they awaited customers. Food was served in the New Haven's diners up until just before trains reached their end terminals. This was very much unlike the dining car service provided by many other railroads, which typically only opened their cars for business during specified meal hours that were called "seatings."

Accounting for the supplies taken on board dining cars and other New Haven food service cars was a hit or miss proposition. Believe it or not, the crews did not inventory the silver, china, glassware, linens, ashtrays, and other non-consumable supplies that were used on board New Haven food service cars. Crews helped themselves to whatever they thought was needed for the run. On the other hand, all consumables such as food and beverages were very carefully accounted for. A detailed inventory of all consumables was taken at the beginning and end of each run. Through long years of experience, the Dining Car Department's management had developed a pretty good idea of how many portions could be wrung out of each can of corn, side of beef, or pound of sugar taken on board dining cars. Naturally, the diner's cash was very carefully accounted for. At the end of the run, the remaining consumables on board the car and the cash on hand had to accurately reflect the day's business. The steward was held personally accountable for any discrepancies.

Modified forklift trucks, with long platforms in place of the forks, were the preferred means of transporting supplies from the commissary to outbound food service cars. Upon arrival at the car, the platform would be raised to the level of the service door, making it easier for the car's crew to carry their supplies into the car. The stocking of outbound food service cars was generally supervised by two men, one from the commissary and another from the car, in an effort to keep supplies from "walking away" en-route to the car. AUTHOR'S COLLECTION VIA LESTER SMITH

The New Haven Railroad Dining Car Department

The New Haven Railroad Dining Car Department—sometimes also referred to as the New Haven Railroad Dining Car Service in company

The Dining Car Department maintained commissary operations of varying size at a number of end terminals. Former dining car steward and Dining Car Department supervision Peter Nevins is seen here at his desk in the New Haven commissary on the fourth floor of New York's Grand Central Terminal. The cubbyholes behind Mr. Nevins contain stocks of meal checks, menus, and other food service car forms. EDNA AND EILEEN REEKE COLLECTION

The Dining C[illegible] Department's [illegible]ministrative headquarters [illegible]ain commi[illegible] were at the Dover Street [illegible]South Bos[illegible]

The Dove[illegible]mmissary [illegible]the place where china, silv[illegible]nens, me[illegible]nd other supplies were w[illegible]ed for d[illegible]ution as required throughou[illegible]entire rail[illegible]. Another major storehouse for the New Ha[illegible] Railroad Dining Car Department was loc[illegible]ed at the Readville Car Shops. The Dover Street commissary was also the place where food and drinks were stocked for distribution to cars outbound to New York City. Another smaller commissary was located on the fourth floor of Grand Central Terminal in New York City to stock supplies for Boston bound trains, the bar cars and private commuter club cars, and the summertime trains to Cape Cod. Small commissary operations and/or rest facilities for food service car crews on layovers were located at end terminals such as Worcester, Springfield, and Hyannis, MA.

The Dining Car Department purchased china for use in food service cars from Buffalo, Lamberton, McNicol, Shenango, Caribe, and other companies. Likewise, silverware was purchased from a number of companies including International Silver, Wallace, Gorham, Victor, and Reed & Barton. Glassware was procured from Libby and other companies. The New Haven Railroad often purchased its tableware through middlemen such as F.E. Fowler, Thompson Winchester, and Jones, McDuffee & Stratton. These firms conducted periodic inventories of tableware for the railroad and maintained sufficient stocks of china, silver, and glassware on hand to meet any immediate need. Up through the mid to late 1950s the New Haven purchased custom-made tableware that was decorated with special railroad designs or with the railroad's name, initials, or logo. In later years as an economy measure the New Haven purchased stock off-the-shelf tableware that was not specially marked for the railroad in any way.

Considering how scarce and collectible china, glassware, silverware, and other articles used on railroad food service cars have become in recent years it is amazing to consider how much of this material was actually stocked on board each car. For example, in 1945 a typical dining car on the New Haven Railroad carried 600 pieces of chinaware, 200 pieces of glassware, 700 pieces of silverware, 300 items of pantry and kitchenware, 300 tablecloths, 1,000 napkins, 400 towels, 40 aprons, and 40 waiter's coats.

literature—was the organization that administered all the railroad's food service operations. Not only did the Dining Car Department administer the railroad's on-board food and refreshment service, at one time it also operated station restaurants in the cities of New Haven and Hartford, CT, and in Providence, RI.

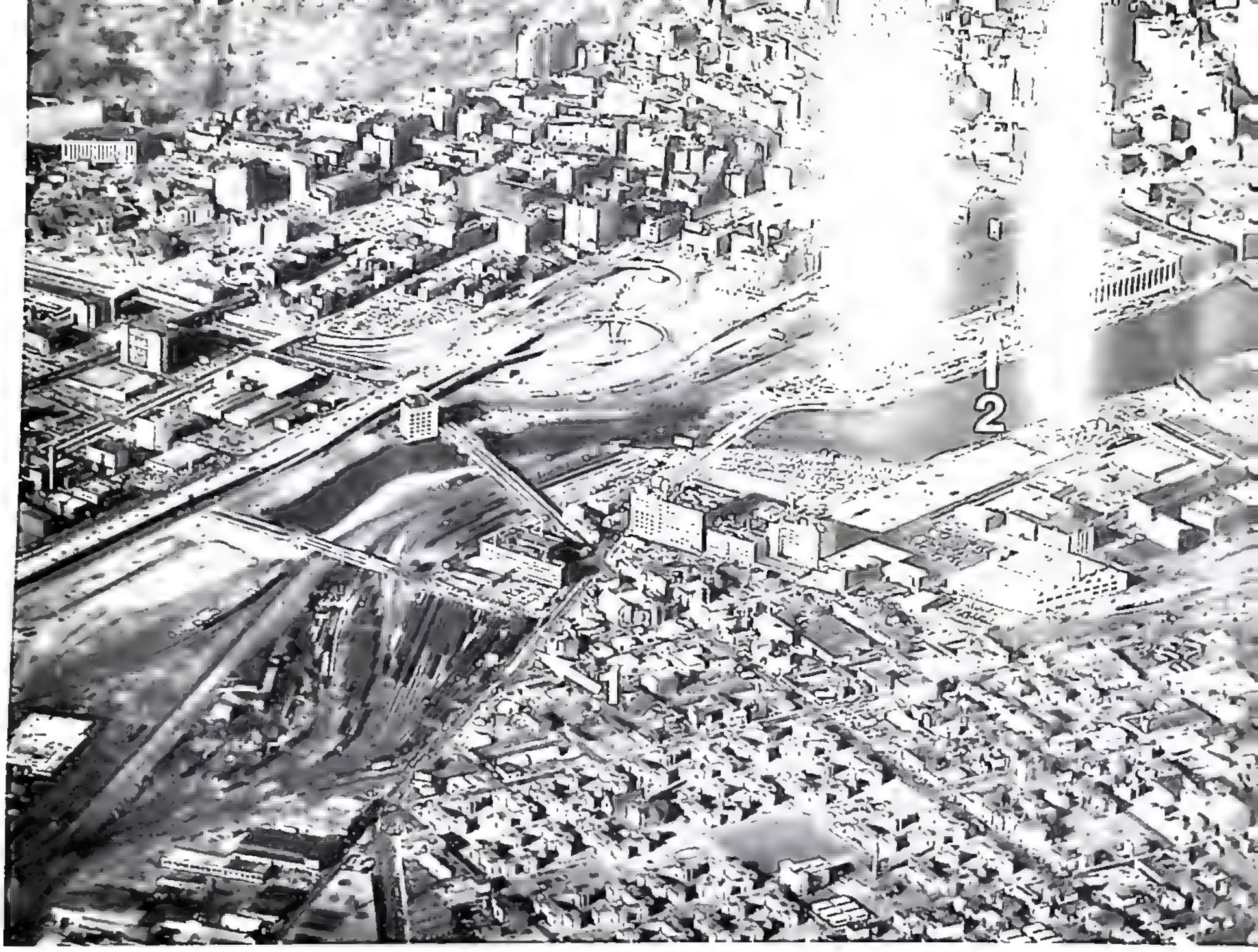
The linen storage locker at the Dining Car Department's main commissary provided freshly laundered tablecloths, napkins, towels, aprons, and other similar items required by outbound food service cars. AUTHOR'S COLLECTION VIA LESTER SMITH

SYRACUSE CHINA
MADE ONLY FOR
N·Y·N·H·& H·R·R·CO·
FURNISHED BY
JONES McDUFFEE & STRATTON
CORPORATION
BOSTON.

Much of the china purchased by the New Haven Dining Car Department up through the late 1940s was marked on the back with the railroad's name or initials and the name of the supplier. The suppliers were responsible for maintaining the railroad's inventory of china and silverware, allowing the Dining Car Department's management to devote its attention to more important matters. RICHARD W. LUCKIN, *DINING ON RAILS*

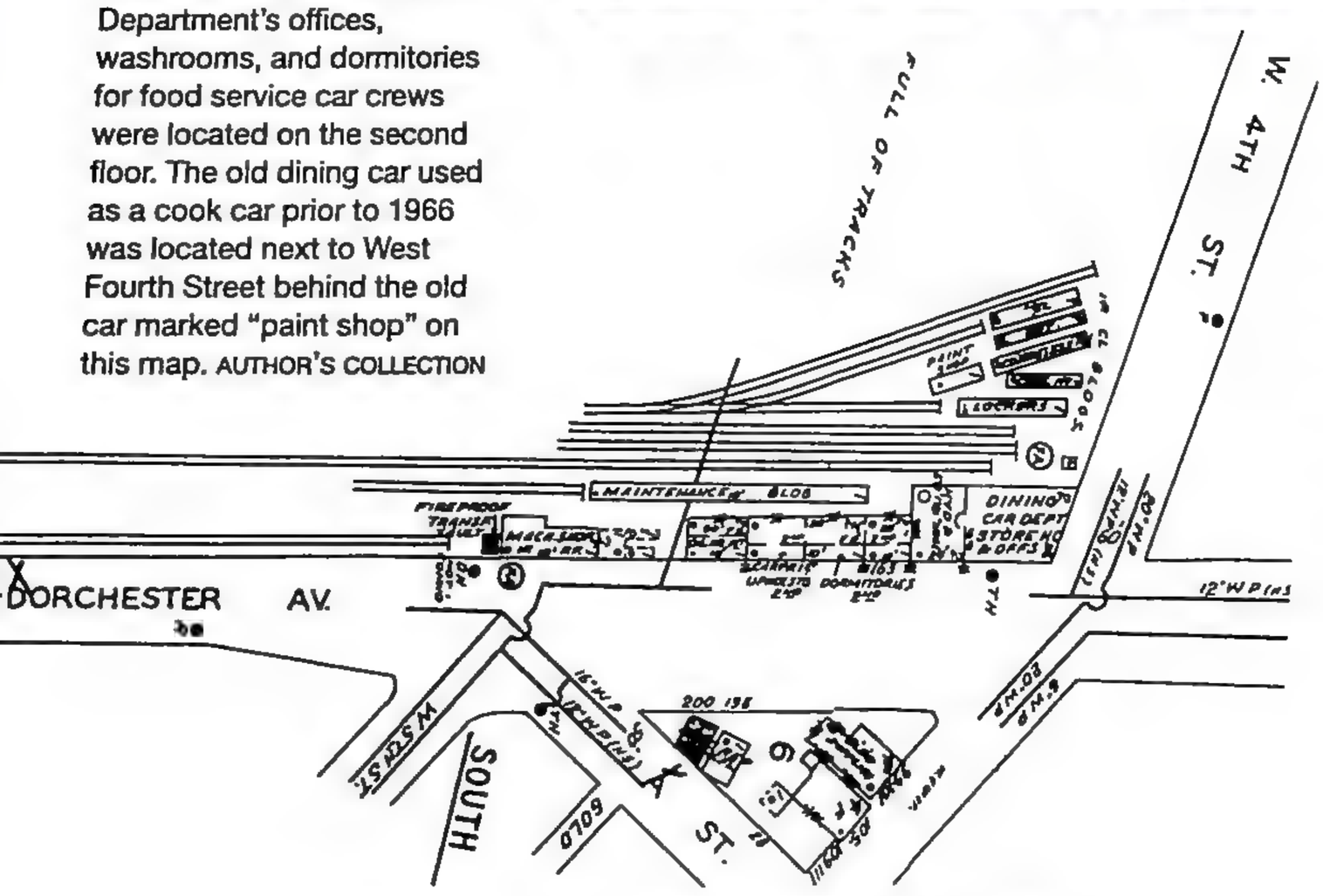
The china storage area of the main commissary has enough Platinum Blue pattern pieces in stock in this 1945 view to make a dining car china collector turn green with envy. Although considered nearly worthless during the New Haven's time, dining car china has become a popular collectible among railroad enthusiasts. AUTHOR'S COLLECTION VIA LESTER SMITH

The storerooms in the Dining Car Department's main commissary and offices at the Dover Street Yards in South Boston held every possible item that might possibly be needed by outbound food service cars. Any railroad china collector who thinks that the New Haven's Platinum Blue pattern ceramic teapots were stocked in small numbers needs to take a close look at the top two rows of the nearest storage bin. AUTHOR'S COLLECTION VIA LESTER SMITH



An aerial view showing the New Haven Railroad Dining Car Department's main commissary and offices (1) in the Dover Street Yards in South Boston, MA, and their proximity to South Station (2). AUTHOR'S COLLECTION

The commissary's store rooms were located on the first floor. The Dining Car Department's offices, washrooms, and dormitories for food service car crews were located on the second floor. The old dining car used as a cook car prior to 1966 was located next to West Fourth Street behind the old car marked "paint shop" on this map. AUTHOR'S COLLECTION



The Dining Car Department had its own buyers, who purchased food supplies from local New England sources wherever possible. For example, the Boston firm of S.S. Pierce was a major supplier of canned food and alcoholic beverages to the New Haven. Purified water for the traditional silver and glass water pitchers that were a part of every New Haven dining car table setting was obtained from the Boston Filter Company. Ice cubes were obtained from the Boston Ice Company. Baked beans, which were often served in special railroad-marked bean pots, were obtained from the famous Burnham & Morrill (B&M) Company of Portland, ME, and from Friend's of Malden, MA. Ice cream was purchased from Hendries Frozen Foods of Milton, MA, and from H.P. Hood & Sons of Boston. Since many of the dishes served on New Haven food service cars were of a New England character, particularly the many seafood dishes, the railroad's buyers were constantly searching the Boston Fish Pier and produce markets for good deals on fresh local foods.

During the late 1940s, something on the order of 6,000 meals per day were served on board New Haven passenger trains. At that time, the Dover Street commissary spent about $1,500,000 per year on food supplies for trains bound for New York City. To satisfy the requirements of trains departing South Station at that time, the New Haven's food buyers in Boston typically purchased about 400,000 pounds of beef and pork, 250,000 pounds of fish, 225,000 pounds of poultry, and 60,000 pounds of butter each year.

The Dover Street commissary had its own butcher shop operation. Meats, which were always purchased in bulk quantities, were trimmed and cut into portions of consistent quality and size at the commissary and packaged for storage and issue. As has been mentioned previ-

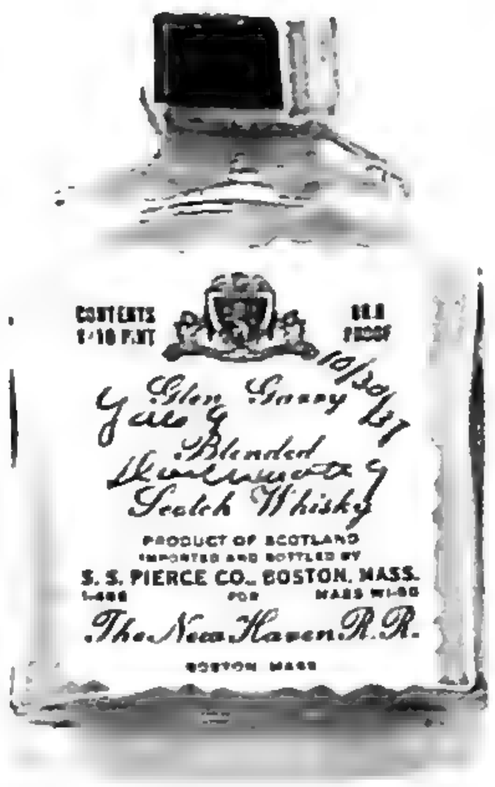
ously, the I er Stre mmissary operated a stationary c car w low-cooking meats were roasted l when pastries, and breads were baked every r use on outbound diners and r food e cars. Sandwiches were also pr red and kaged at the Dover Street Yards, h in the c missary building and in an old pas nger car body commandeered by the Dining Car Department for this purpose around the time of the Second World War. Another important operation performed at the commissary was the peeling of potatoes, at first by hand and later by machine, for issue to food service car kitchen crews.

The Dining Car Department's management had a pretty good idea of how far food and drink supplies should go. For example, there were rules that stipulated that a baked ham of so many pounds should produce so many portions. Drinks were always served from single-serving cans or bottles to control portion size and discourage the train crew from sampling the merchandise. Food and beverage supplies taken on board cars were carefully accounted for at the beginning of each run. At the end of the run, the dining car steward, grill car attendant, bar car attendant, or whoever was in charge of the car had to compare the day's receipts against the amount of food and drink that had been expended. The person in charge of the car had to pay for any material difference between the amount of food and drink left over at the end of the day and what was supposed to have been served to paying guests.

The New Haven's Dining Car Department held food service car crews to extremely high standards of behavior, performance, and appearance. Spotters worked the New Haven's trains disguised as passengers and they reported any observed infractions to the Dining Car Department's management.

Additionally, Dining Car Department supervisors frequently rode the trains to keep an eye on things themselves. As mentioned previously, when Wilfred Duprey was the Dining Car Department Superintendent during the 1950s he used to ride the *Merchants Limited* nearly every afternoon as it was backed out from the yards into South Station and had the dining car or grill car crew serve him a meal to test the quality of the food and level of service.

During the 1940s the New Haven Railroad Dining Car Department employed uniformed supervisors who were assigned to inspect grill cars and their crews.



LEFT: The S. S. Pierce Company supplied this single-serving whiskey "nip" bottle to the New Haven Railroad Dining Car Department during the late 1930s. The Glen Garry Scotch Whiskey contained in this particular bottle was apparently consumed by a passenger en route home after a Yale vs Dartmouth football game held on October 30th 1937. The anonymous passenger wrote the score and date of the game on the bottle's label and then apparently took it home as a souvenir. AUTHOR'S COLLECTION

BELOW: Parlor car *Woonsocket* is parked on the service track behind the Dining Car Department's main commissary and offices at the Dover Street Yards in South Boston during the late 1960s. BOB'S PHOTO

Delicious!

Yes and DIETETICALLY Correct

Miss Pearl Andrews, expert dietician and former faculty member of the famous Miss Farmer's School of Cooking in Boston, directs a New Haven pantryman in the preparation of a salad.

SALADS are the supreme field of the dietician . . . better than anything else they supply the most potent health-giving elements known to man. In New Haven dining cars, salads as well as all other foods are prepared under the supervision of an expert dietician, Miss Pearl Andrews.

Miss Andrews is more than a skilled scientist . . . . she is an expert in cooking as well. She makes science a partner to taste . . . she jealously upholds the hearty New England goodness that has won renown for meals aboard these trains.

Take a gourmet's pleasure in ordering your next dinner on a New Haven train. Choose New England dishes like Maine lobster, Rhode Island jonny cake, apple pan-dowdy . . . or meats and sauces of Gallic delicacy. And let your salad remind you that here is food not only delicious but healthful . . . dietetically correct!

ALL DINING-CARS AIR-CONDITIONED

THE NEW HAVEN R. R.

9-30-34

New Haven Railroad Standard Recipes

Traditionally, the New Haven's cooks and other food service car crewmembers learned their trades on the job through an informal apprenticeship program, working their way up through the ranks with little or no formal training being provided by the railroad.

By the mid-1930s, the New Haven Railroad Dining Car Department had recognized the need to provide some measure of formal training to food service car crews, if for no other reason than to enforce consistency in the way that foods were prepared. The New Haven hired a dietitian and professional cooking teacher named Pearl Andrews to provide instruction and guidance to dining car crewmembers. Later on, at about the time the original grill cars and the Colonial Diners went into service, the New Haven hired Mary Margaret McGovern, another dietitian and cooking teacher, to establish and administer a cooking school at the Readville Car Shops.

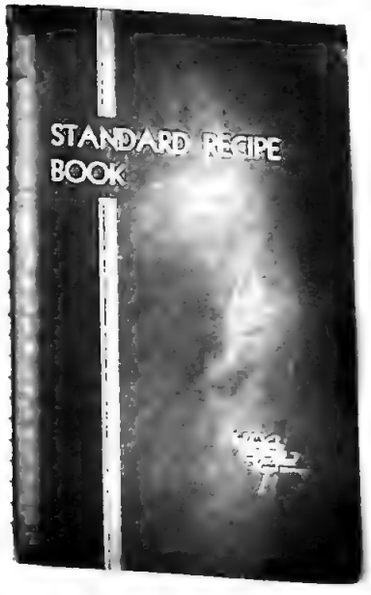
The New Haven's dietitians and cooking school provided Dining Car Department kitchen crews, many for the very first time, with formal training in the proper preparation, storage, and sanitary handling of food. Mary Margaret McGovern and her small staff at the Readville Shops also conducted research on more effective food storage and preservation methods and helped the Dining Car Department's management plan balanced menus. Perhaps the cooking school's most valuable service was the establishment of a standard recipe book, the only official cookbook that the New Haven Railroad ever had.

The end result of the cooking school's efforts were improvements in the sanitary condition of food service cars and a greater degree of standardization across the New Haven Railroad in terms of food quality, presentation, and portion size. Prior to the establishment of the cooking school and standard recipe book, each cook prepared and served food according to his or her own whims. Consequently, a passenger might not receive the same meal from different cooks on different trains or from the same cook on different occasions. The New Haven's cooking school and the standard recipe book stressed, for the first time, the importance of consistency across the railroad's food service operation.

In good times as well as in bad, the New Haven's Dining Car Department did its best to uphold the company's long tradition of providing high-quality food service to its passengers. Unlike many other railroads, the New Haven never went for *déclassé* gimmicks such as putting vending machines on its trains and it maintained its commitment to dining cars until the very end. It is still possible to have a meal while riding on a train between Boston and New York City today, courtesy of Amtrak. However, the microwave-heated frozen entrees served aboard Amtrak's cafe cars provide an experience that has very little in common with the Shore Line Route's glorious New Haven Railroad heritage.

FACING PAGE: In this full-page timetable advertisement from November 1934, New Haven Railroad dietician Pearl Andrews provides instruction to a cook aboard a dining car. AUTHOR'S COLLECTION

BELOW: The New Haven Railroad's standard recipe book. AUTHOR'S COLLECTION



New Haven Railroad Recipes

The following selection of recipes was transcribed from the New Haven Railroad's standard recipe book. As you read and make use of these official New Haven Railroad recipes, be mindful of the number of portions or quantity they make. Food service cars were in most respects no different than restaurants. Consequently, some of the New Haven's recipes were intended to make fairly large quantities of food. With a little careful attention to proportionality, the quantity of ingredients used in any of these recipes can be adjusted to produce the number of portions or amount of food desired.

The New Haven's food service car crews followed standard serving instructions, which usually specified the type and size of serving pieces to be used. These instructions generally specified portions and serving pieces for either "*table d'hôte*" or "*a la carte*" orders. A *table d'hôte* order was the traditional railroad way of providing a complete meal for a fixed price in the manner of the so-called "American Plan." A *table d'hôte* portion and serving pieces were intended to complement an all-inclusive meal. An *a la carte* order, on the other hand, was a discrete menu selection. In other words, guests on New Haven dining cars could pick a full meal (*table d'hôte*) from the menu that might include one banana muffin with a number of other foods. If a dining car guest merely wanted banana muffins, they could be ordered separately from the menu (*a la carte*). Generally, an *a la carte* order provided a much larger amount of the particular item than a *table d'hôte* order.

Bon appétit!

I. Breads

BAKING POWDER BISCUITS 1-A
Makes 36 Biscuits

Mix and sift together 8 cups of flour, 3 tablespoons of baking powder, and 3 teaspoons of salt. Sift together a second time. Cut in 1 cup of shortening and slowly add 3-1/2 cups of milk. Mix dough thoroughly with a spoon.

Place the dough on a floured surface. Roll out 3/4 of an inch thick. Cut round biscuits out of the dough with a 2-1/2-inch diameter biscuit cutter.

Put the biscuits in a lightly greased pan. Bake in a hot oven (about 400° F) for about 12 minutes.

BANANA MUFFINS 1-B
Makes 8 Muffins

Mix and sift together 1-3/4 cups of flour, 2 teaspoons of baking powder, 1/4 teaspoon of baking soda, and 3/4 teaspoon of salt. Cream 1/4 cup of shortening. Add 1/3 cup of sugar and 1 beaten egg. Beat thoroughly. Add 1 cup of mashed bananas and the flour mixture. Mix until smooth.

Pour the batter into greased muffin pans. Bake in a moderate oven (about 350° F) for about 20 minutes.

BUTTERSCOTCH BISCUITS 1-D
Makes 20 Biscuits

Prepare a half quantity of Baking Powder Biscuits (Recipe 1-A). Roll the biscuit dough out thin in a rectangular shape on a floured surface.

Cream 2/3 cup of butter with 1-1/2 cups of brown sugar. Note: this amount of butter and brown sugar mixture will be enough for biscuits made with 4 cups of flour.

Spread the butter and brow · ·gar mixture r ·op of the biscuit dough. Roll up lik · / roll and c ·f pieces 3/4 of an inch thick.

Put the pieces of dough ·d muffin] cut side up. Bake in a moderate ·ut 350° F ·bout 15 minutes.

CHEESE BISCUITS 1-E
Makes 36 Biscuits

Mix and sift together 8 cups of flour, 3 tablespoons of baking powder, and 3 teaspoons of salt. Sift a second time. Cut in 1 cup of shortening. Add 2 cups of grated cheese and mix thoroughly. Add 4 cups of milk or enough milk to form a soft dough.

Put the dough on a floured surface. Roll the dough out 3/4 of an inch thick and cut out round biscuits with a 2-1/2-inch diameter biscuit cutter.

Put the biscuits in a greased pan. Bake in a moderate oven (about 350° F) for about 15 minutes.

COFFEE CAKE 1-G
Makes 36 Portions

Mix and sift together 8 cups of flour, 3 tablespoons of baking powder, 3/4 cup of sugar, and 2 teaspoons of salt. Add 1/2 cup of melted shortening and 3-1/2 cups of milk. Mix thoroughly.

Spread the batter 1/2-inch deep in the bottom of a greased pan. Add topping mixture.

Bake in a moderate oven (about 350° F) for about 30 minutes. Cut into 2-1/2-inch squares.

Topping Mixture
Mix and sift together 3/4 cup of flour, 2 tablespoons of cinnamon, and 3/4 cup of sugar. Cut in 3/4 cup of shortening and mix thoroughly.

Sprinkle the topping mixture thickly over the top of the cake batter before baking.

CORN STICKS 1-H
Makes 8 Sticks

Mix and sift together 1-1/4 cups of flour, 2-1/2 teaspoons of baking powder, 1 teaspoon of salt, and 1 cup of corn meal.

Beat 2 eggs in a separate bowl. Add 1-1/4 cups of milk. Add the egg and milk mixture to the dry ingredients. Add 1/4 cup of melted shortening and mix thoroughly.

Put the batter into warm greased corn stick pans. Bake in a hot oven (about 400° F) for about 20 minutes.

CREAM SCONES 1-J
Makes 18 Scones

Mix and sift together 4 cups of flour, 6 teaspoons of baking powder, 2 tablespoons of sugar, and 1 teaspoon of salt. Cut in 1/2 cup of butter and mix thoroughly.

Beat 4 eggs (reserving 1 unbeaten egg white) in a separate bowl and then add to the dry ingredients. Add 1/2 cup of milk and mix thoroughly.

Put the dou n a flou surface. Pat and roll dough out 3/4 of ar thick. e dough in squares or diamond shape d brus egg white diluted with 2 teaspoons ater. S the tops with 4 tablespoons of gr ated su

Place the sc on a g l pan. Bake in a hot oven (about 400° F about 1 utes.

GRAHAM GE...3 WITH SWEET MILK 1-O
Makes 48 Muffins

Mix and sift together 4 cups of bread flour, 4 tablespoons of baking powder, 1 cup of sugar, and 4 teaspoons of salt. Add 4 cups of graham flour and mix thoroughly. Add 5 cups of sweet milk and 1/2 cup of melted shortening to the dry ingredients. Mix thoroughly.

Put the batter into greased muffin pans. Bake in a moderate oven (about 350° F) for about 25 minutes.

GRAHAM GEMS WITH SOUR MILK 1-P
Makes 48 Muffins

Mix and sift together 4 cups of bread flour, 8 tablespoons of baking powder, 1 cup of sugar, and 4 teaspoons of salt. Add 4 cups of graham flour and mix thoroughly. Add 4 cups of sour milk or buttermilk, 2 teaspoons of baking soda, and 1/2 cup of melted shortening to the dry ingredients. Mix thoroughly.

Put the batter into greased muffin pans. Bake in a moderate oven (about 350° F) for about 25 minutes.

JOHNNY CAKE 1-Q
Makes 24 Portions

Mix and sift together 4 cups of flour, 2-2/3 cups of cornmeal, 4 teaspoons of salt, 1 cup of sugar, and 5 tablespoons of baking powder.

Thoroughly beat 4 eggs in a separate bowl and add 4 cups milk. Add the egg and milk mixture to the dry ingredients and then add 1 cup of melted shortening. Beat thoroughly.

Pour batter into a large greased baking pan, about 10 by 16 inches. Bake in a moderate oven (about 350° F) for about 30 minutes. Cut in about 2-1/2-inch squares.

RICE OR CEREAL MUFFINS 1-U
Makes 30 Muffins

Mix and sift together 4-1/2 cups of flour, 3 tablespoons of baking powder, 4 tablespoons of sugar, and 1 teaspoons of salt.

Combine 2 cups of milk, 1-1/2 cups of cooked rice or cereal, and 2 eggs in a separate bowl. Beat thoroughly. Combine the liquid and dry ingredients. Add 4 tablespoons of melted butter and beat thoroughly.

Pour the batter into greased muffin pans. Bake in a moderate oven (about 350° F) for 20 to 25 minutes.

PIN WHEEL BISCUITS 1-V
Makes 40 Biscuits

Prepare Baking Powder Biscuits (Recipe 1-A) and roll the dough out 1/4 of an inch thick on a floured surface. Brush the top of the dough with melted butter and sprinkle with sugar, cinnamon, and seedless raisins.

Roll the dough up like a jelly roll and cut in pieces 3/4 of an inch thick. Bake cut-side up in a baking pan for about 15 minutes in a hot oven (about 400° F).

II. Cocktails, Appetizers, etc.

AVOCADO COCKTAIL 2-A
Dice avocados in 1/2-inch cubes.

Mix 1 tablespoon of chutney with 1 cup of cocktail sauce. Combine the sauce mixture with the avocado cubes. Line sherbet glasses with small lettuce leaves and put the cocktail mixture into the glasses.

CANTALOUPE FRUIT COCKTAIL 2-C
Makes 10 Portions.

Prepare 3 cups of cantaloupe cubes or balls. Mix with 3 cups of fresh diced pineapple, 2/3 cup of fresh or canned pineapple juice, and 3 tablespoons of lemon juice. Chill before serving. Serve with fresh mint leaves.

MELON MINT COCKTAIL 2-D
Makes 4 Portions

Break 12 after dinner mints into small pieces. Mix the mint pieces with 3 cups of cantaloupe balls. Chill before serving. Serve with sprigs of fresh mint.

FRESH FRUIT CUP 2-G
Makes 4 Portions

Remove the seeds from 1 orange and 1/2 grapefruit and cut up into small pieces. Reserve the juice. Dice 1/4 of a fresh pineapple. Combine the three fruits together and chill thoroughly.

Just before serving, dice 1/4 apple and add to the orange, grapefruit, and pineapple mixture. Mix the orange and grapefruit juice together with 1 teaspoon of cherry syrup. Pour the juice mixture over the fruit in each glass as ordered.

Garnish with 2 slices of banana and top with 2 maraschino cherry halves. Do not peel or slice the banana until just before serving.

FRUIT CUP WITH ORANGE SHERBET 2-I
Makes 16 Portions

Remove the sections from 4 oranges and 2 grapefruit. Cut the fruit in small pieces and remove the seeds. Peel 1 fresh pineapple and dice in small cubes.

Combine the fruit and mix with 1/2 cup of powdered sugar. Chill before serving.

Put a heaping teaspoon of orange sherbet in the bottom of a chilled fruit cup glass and fill with the fruit mixture. Put 4 slices of banana on top and garnish with a sprig of mint or a maraschino cherry. Do not peel or slice the banana until just before serving.

CLAM AND TOMATO JUICE COCKTAIL 2-M
Makes 16 Portions

Combine 1 quart of clam bouillon with 1 quart of tomato juice. Chill thoroughly before serving. Garnish with half slices of lemon.

JELLIED CLAM AND TOMATO COCKTAIL 2-N
Makes 8 Portions

Put 1-1/2 cups of tomato juice and 1/2 cup of water in a saucepan and bring to the boiling point. Soak 2 level tablespoons of unflavored gelatin in 1/4 cup of cold water for 5 minutes. Add the gelatin mixture to the hot tomato juice and when it is dissolved, remove the pan from the heat. Season with salt, pepper, and 1-1/2 tablespoons of lemon juice. Pour the mixture into a pan 1/2-inch deep and let stand until thickened. Cut into 1/2-inch cubes.

Combine 2 tablespoons of unflavored gelatin with 2 cups of hot clam bouillon or broth as directed above. Add lemon juice to taste. Finish as directed above for the tomato cubes.

Put equal quantities of tomato cubes and clam cubes into sherbet glasses. Garnish with thin sections of lemon.

LOBSTER COCKTAIL 2-O
Dice lobster meat in 1/2-inch cubes. Allow 1/4 cup of meat to each order. Mix thoroughly with cocktail sauce. Serve on small lettuce leaves in a stem sherbet glass. Garnish with very finely chopped green pepper.

OYSTER COCKTAIL 2-P
For table d'hote order, serve oysters on their shells. Place 4 oysters on a bed of cracked ice in a soup plate. Underline with a dinner plate. Serve with 1/4 lemon stuck on an oyster fork and an iced cocktail glass full of cocktail sauce. Serve with oyster crackers.

SHRIMP COCKTAIL 2-R
Line a cocktail glass with small lettuce leaves. Place 4 large shrimp around the inside of the glass. Fill the center of the glass with 2 parts cocktail sauce, 1 part mayonnaise, and a few drops of Tabasco sauce.

VEGETABLE COCKTAIL 2-S
Makes 8 Portions

Mix 1 cup of very finely cubed raw carrots, 1 cup of finely chopped celery, 1/2 cup of very finely chopped cucumber, and 6 thinly sliced radishes.

Line a cocktail glass with a small lettuce leaf. Fill the glass with the vegetable mixture. Cover with a spoonful of dressing made by mixing 1 cup of mayonnaise with 1/3 cup of chili sauce. Garnish with 3 small cubes of tomato and finely chopped green pepper.

III. Soups

CLAM BROTH, CHANTILLY 3-B
Pour hot clam bouillon or broth in a cup and put a spoonful of unsweetened whipped cream on top. Garnish with paprika.

CONSOMME MADRILENE 3-G
Makes 16 Portions

Combine 1 quart of chicken stock, 1 quart of consommé, 4 cups of canned tomatoes, 2 cups of chopped carrots, 2 sliced medium onions, and 1 cup of chopped leeks in a soup kettle. Bring to the boiling point and simmer for 1 hour, adding salt and black pepper to taste when nearly done. Strain to clarify.

CORN AND TOMATO SOUP 3-H
Makes 24 Portions

Put 2 quarts of milk, 4 cups of freshly cooked or canned chopped corn, and 2 slices of onion in the top of a double boiler. Scald in a double boiler.

Mix 1/3 cup of flour with 1/2 cup of cold water to form a smooth paste. Add to the scalded milk. Simmer for 20 minutes, stirring constantly at first.

Cook 4 cups of tomatoes in a saucepan for 10 minutes. Add 1/2 teaspoon of baking soda. Remove from heat and puree in a food processor.

Combine both mixtures. Add 1/2 cup of butter. Add salt, black pepper, and paprika to taste.

CREOLE SOUP 3-P
Makes 24 Portions

Cook 1/2 cup of chopped green pepper and 1/3 cup of chopped onion in 2/3 cup of butter in a saucepan for 5 minutes. Add 1 cup of flour and stir until smooth.

Combine cooked vegetables with 3 quarts of brown stock, and 1-1/2 quarts of stewed tomatoes in a soup kettle. Simmer for 15 minutes. Strain the soup mixture and highly season with salt, black pepper, and cayenne pepper.

Just before serving, add 1/3 cup of grated horseradish, 1 tablespoon of vinegar, and 1-1/2 cups of macaroni rings, which are made by cutting cooked macaroni in very narrow pieces. Put a few macaroni rings in each soup cup.

LOBSTER STEW OR CHOWDER 3-R
Makes 16 Portions

Remove the meat from 6 lobster shells. Break the shells into small pieces. Place the pieces of shell and lobster claws in a pot and cover with 8 cups of cold water. Add 1 slice of onion and 1 stalk of celery. Tightly cover and simmer for 1/2 hour.

Cream 1/2 cup of butter. Combine with the liver from the lobsters and 2/3 cup of cracker crumbs. Scald 6 cups of milk in the top of a double boiler. Add the butter, liver, and cracker mixture to the milk.

Strain the shells and claws from the liquid and reserve the liquid. There should only be about 4 cups of liquid remaining. If not, continue to simmer the liquid (lobster liquor) until it has been reduced to about 4 cups. Strain the lobster liquor and combine with the milk mixture. Season with salt and paprika to taste.

Serve with a few pieces of finely chopped lobster meat.

MUSHROOM AND CLAM BISQUE 3-S
Makes 8 Portions

Mix 1 finely chopped onion with 1/2 pound of finely

chopped m rooms. S in 3 tablespoons of butter for 5 minute uree in a d processor.

Melt 4 tabl ons of in a soup kettle. Add 4 tablespoons lour, 2 c milk, and 2 cups of clam broth. Stir u smooth to the boiling point and boil for 5 mi . Add t ed mushroom mixture.

Garnish with dash nu g and top with whipped cream.

NEW ENGLAND CLAM CHOWDER 3-T
Makes 24 Portions

Cook 1/2 gallon of clams for 20 minutes. Strain off the juice and reserve. Chop the clams into very fine pieces.

Chop 1/4 pound of fat salt pork very fine. Place in a saucepan and heat until the fat has melted. Add 1 large onion chopped fine and cook in the fat until the pork is dry and the onion is cooked but not browned. Strain, reserving the pork, onion, and fat.

Combine 1 cup pork fat and 1 cup flour. Stir until smooth. Scald 2 quarts milk in a double boiler. Combine milk with pork fat mixture in a pot. Stir until it thickens, bring to the boiling point, and then boil for 2 minutes, stirring constantly to prevent burning. Add the chopped clams, clam juice, pork, onion, and 2 cups of cooked diced potato. Add salt and black pepper to taste.

ONION SOUP WITH CHEESE 3-U
Makes 16 Portions

Slice 10 small onions very thin. Cook the onions slowly in 6 tablespoons of butter until they are golden brown. Combine the onion mixture with 3 quarts of brown stock or consommé in a soup kettle. Add salt to taste. Simmer gently for 30 minutes.

Float a small square of toast in the soup to serve. Sprinkle grated Parmesan or Romano cheese on top of the toast.

OYSTER STEW 3-V
Open and clean 6 oysters. Put the oysters in a pan and add 3 tablespoons of water. Cook the oysters until the edges curl. Remove the oysters from the water, reserving the liquid (oyster liquor).

Scald 1-1/2 cups of milk in the top of a double boiler. Combine the oysters with the milk. Strain the oyster liquor and add to the milk mixture. Add 1 tablespoon of butter. Season with salt and black pepper to taste.

VEGETABLE SOUP 3-Y
Makes 24 Portions

Prepare 1 cup of carrots cut julienne or grated, 1 cup of turnips cut julienne or grated, 1 cup of finely shredded cabbage, 1 large onion cut julienne, 1 bunch of thinly sliced leeks, 4 stalks of thinly sliced celery, and 1 quart of strained canned tomatoes. Combine the vegetables in a soup kettle with 4 quarts of strong brown stock or consommé. Simmer for 1 hour. Season with salt and black pepper to taste.

Note, any other vegetables which happen to be on hand, such as peas, chopped string beans, cauliflower flowerets, or asparagus tips may be added to this soup.

MAINE LOBSTER STEW 3-AB
Remove meat from 1/2 lobster. Cut in 6 pieces and sauté in 1 tablespoon of butter for 5 minutes. Season with a dash of salt, paprika, and cayenne pepper.

Combine lobster meat with 1/2 cup Clam Bouillon (Recipe 3-AC) and 1/2 cup milk in a pot. Bring to a boil.

CLAM BOULLION 3-AC
Thoroughly wash 1/2 peck of quahogs, scrubbing with a brush. Change the water at least twice while scrubbing. Place the whole quahogs in a large soup kettle and cover with 1-1/2 quarts of boiling water. Bring to a boil. Cover tightly and simmer for 15 minutes or until the shells open.

Strain quahog broth. Measure the broth and add enough boiling water to make 1 gallon of liquid. When cool, clam bouillon may be stored in the refrigerator for future use.

IV. Shellfish

FRIED-SOFT SHELLED CRABS 4-A
Clean crabs. Sprinkle with salt, black pepper, and lemon juice. Dip in flour, egg, and breadcrumbs. Fry in deep fat for about 7 to 10 minutes. Note, the crabs will rise to the top and should be turned while frying.

Serve two crabs on a platter with Tartar Sauce (Recipe 10-AB) in a ramekin at the side.

CREAMED CRAB MEAT, YANKEE CLIPPER 4-C
Makes 8 Portions

Peel and slice 1/2 pound of fresh mushrooms. Sauté the mushrooms in a saucepan with 4 tablespoons of butter. Add 1 pound of fresh crab meat, 2 chopped pimentos, and 3 cups of Cream Sauce (Recipe 10-G).

BAKED LOBSTER 4-E
Split a live or boiled lobster. Brush with melted butter and sprinkle with salt and black pepper and with 2 tablespoons of soft breadcrumbs mixed with 2 tablespoons of grated cheese. Bake in a hot oven (about 400° F) until the meat is done and the crumbs are brown. Garnish with lemon sections and parsley.

COLD BOILED LOBSTER, MAYONNAISE 4-H
Cook lobster for 20 minutes in boiling salted water and then allow to cool in the liquid. Cut the lobster lengthwise in two parts. Separate the claws, loosen the meat in the shell but leave it in the shell. Remove the shell from the end of the claws.

Serve on a bed of lettuce leaves on a cold platter with a ramekin of mayonnaise on the side.

LOBSTER DELMONICO 4-J
Makes 8 Portions

Remove the meat from 4 pounds of cooked lobster and dice in 1/2-inch pieces. Melt 1/2 cup of butter in a saucepan. Add 1-1/2 tablespoons of flour, 1 teaspoon of salt, and a pinch of nutmeg. Stir thoroughly. Gradually add 2 cups of cream and stir until smooth. Add the lobster meat and when heated, add 4 slightly beaten egg yolks and 1/4 cup of sherry.

Garnish with lobster coral or chopped parsley.

LOBSTER NEWBURG 4-K
Makes 4 Portions

Melt 2 tablespoons of butter in the top of a double boiler. Add 2 cups of cooked lobster meat cut in small pieces. Cook directly over the heat for 3 minutes, stirring constantly. Add 1 teaspoon of salt, a dash of paprika, 1/4 teaspoon of nutmeg, and 4 tablespoons of sherry. Remove from the heat. Add 1 cup of cream mixed with 4 slightly beaten egg yolks. Stir until smooth.

Place the double boiler over hot water and cook until the mixture begins to thicken. Do not over-cook. If overcooked, this mixture will curdle. Do not make in larger quantities than this. Repeat this recipe as needed to produce more portions. Garnish with lobster coral or chopped parsley.

LOBSTER THERMIDOR 4-L
Makes 8 Portions

Prepare 8 cold boiled lobsters. Remove the heads, claws, legs, and feelers from the bodies and tails without splitting the shells. Remove the meat and dice it.

Melt 4 tablespoons of butter in a saucepan. Add 2 teaspoons of chopped onion, and 2 teaspoons of chopped parsley. Cook for 3 minutes. Blend in 4 tablespoons of flour and gradually add 2 cups of whole milk. Stir constantly until this mixture comes to the boiling point. Let it boil for 2 minutes. Add 2 tablespoons of English mustard, 1 teaspoon of salt, and a pinch of Cayenne pepper. Add the lobster meat.

Slice 1/2 can of mushrooms. Cook mushrooms in 2 tablespoons of butter for 3 minutes. Add mushrooms and 2 tablespoons of sherry to the lobster mixture.

Fill the empty lobster shells with this mixture. Sprinkle the shells with grated cheese and place in the oven until hot and brown. Garnish with parsley.

FRIED OYSTERS 4-N
Open and clean 6 oysters and place between towels to dry. Season with salt and black pepper. Dip oysters in flour, egg, and cracker crumbs. Fry 2 minutes in deep hot fat. Drain on brown paper.

Serve 6 oysters on a platter, placing a narrow strip of toast between each oyster. Garnish with a quarter section of lemon and a sprig of parsley.

SCALLOPS A LA NEWBURG 4-P
Makes 8 Portions

Wipe 1 quart of scallops with a damp cloth and cook in a frying pan until they begin to shrivel. Drain thoroughly, cut in halves, and cook in 1/4 cup butter for 3 minutes. Add 1 tablespoon lemon juice and cook for 1 minute.

Melt 2 tablespoons of butter in a saucepan. Add 1 tablespoon of flour and stir until blended. Add 1 cup of cream, stirring constantly. Bring to the boiling point. Add 4 slightly beaten egg yolks, the scallops, and 1/4 cup of sherry. Stir until the mixture is smooth.

Garnish with chopped parsley.

SEAFOOD A LA NEWBURG 4-Q
Prepare like Scallops A La Newburg (Recipe 4-P) using 1 quart of seafood. Use a combination of any three of the following: shrimps, lobsters, oysters or scallops. Garnish with chopped parsley.

CREAMED SHRIMPS [illegible]ERS EN CAS[illegible]LE 4-T
Makes 16 Portions

Wash 2 pounds of sh[illegible] Drop in boiling water and cook for 20 minutes. [illegible]one, plunge shrimps into cold water. Remove [illegible] shells and the back vein along the back.

Heat 24 large shucked oysters in their own juice for 8 minutes or until the edges curl. Drain.

Mix 12 fresh peeled mushrooms and 1 diced green pepper and sauté in 4 tablespoons of butter for 3 minutes. Add 2 cups cooked crabmeat, the shrimps, and oysters.

Make a medium white sauce by melting 1/2 cup of butter in a saucepan. Add 1/2 cup of flour and stir until smooth. Add 4 cups of hot milk and stir until thickened.

Combine the white sauce with the seafood mixture. Add 1 cup of chopped pimento.

Serve in a casserole dish lined with toast points with the tips dipped in chopped parsley.

COLD SEAFOOD PLATTER (MERCHANTS LIMITED) 4-U
Arrange 3 cold boiled shrimps, a ramekin of cocktail sauce, and a lemon wedge at one end of a 10-inch platter. Place 3 oysters on the half shell on a bed of lettuce with a small ramekin of cocktail sauce and a lemon wedge on the other end of the platter. Place 2 slices of tomato on a bed of lettuce on one side of the platter. Place 3 slices of hard-boiled egg on a bed of lettuce on the other side of the platter. Garnish with strips of green pepper. Place 2 French Fried Fish (Recipe 5-G) fillet strips, garnished with parsley and 1 small lettuce cup of Tartar Sauce (Recipe 10-AB) in center of platter.

V. Fish

BROILED STRIPED BASS (BATELIERE), SHORE LINE 5-B
Dip fillets of striped bass in oil, salt, and paprika. Broil until well done.

Pour Matre d'Hotel Butter (Recipe 10-S) over the fish. Place over top sautéed chopped shallots and sautéed sliced mushroom caps.

SAUTEED SCROD 5-D
Wipe dry individual fillets of scrod. Sprinkle with salt, black pepper, and lemon juice. Dredge with flour. Melt 2 tablespoons of butter in a frying pan. When the butter is hot, put the fillets in the pan and cook slowly until brown on one side. Turn and brown the other side.

Garnish with a lemon section and parsley.

CODFISH BALLS 5-E
Makes 12 Portions

Wash 4 cups of salt codfish. Chop the fish into very small pieces. Wash, peel, and chop enough potatoes to prepare 8 cups of small pieces.

Cook the fish and potatoes together in boiling water

until the p[illegible]oes are nearly done. Drain well and shake over heat [illegible] thoroug[illegible]ry.

Combine [illegible]ish an[illegible] toes with 4 tablespoons of butter, 4 [illegible]beaten [illegible]and 1/2 teaspoon of black pepper. A[illegible] pinch [illegible]f necessary. Beat the mixture thoro[illegible]/ until [illegible]ht. Drop spoonfuls of this mixture in [illegible] hot fat [illegible]/ until golden brown.

CREAMED [illegible]ALT CODF[illegible] 5-F
Makes 8 Por[illegible]ons

Chop 2 cups of salt codfish in small pieces and soak in water for several hours to remove the salt. Drain well.

Melt 5 tablespoons of butter in a saucepan. Add 5 tablespoons of flour and stir until smooth. Add 3 cups of milk. Bring to the boiling point and boil for 2 minutes.

Add the fish to the sauce. Taste and season if necessary with salt and black pepper. Add 1 well-beaten egg just before serving. Serve on 2 triangles of toast, with parsley.

FRENCH FRIED FISH 5-G
Cut scrod or any fish fillet in sizes suitable for serving. Clean the fish and wipe as dry as possible. Sprinkle with salt. Dip the fish in flour, eggs, and then dry breadcrumbs or cracker crumbs. Fry in deep fat until brown and done. Garnish with a lemon section and parsley.

SCALLOPED FISH 5-H
Makes 12 Portions

Wash 4 cups of salt codfish. Chop the fish into very small pieces. Wash, peel, and chop enough potatoes to prepare 8 cups of small pieces.

Cook the fish and potatoes together in boiling water until the potatoes are nearly done. Drain well and shake over heat until thoroughly dry. Season with pepper, onion juice, and salt (if necessary).

Heat salt pork fat or shortening, in a frying pan, using enough melted fat or shortening to moisten the fish and potatoes. Add the fish and potato mixture. Stir until heated, then cook until well browned underneath. Fold and turn like an omelet. Garnish with parsley.

Note, this mixture may also be put into a greased baking dish and baked in a hot oven (about 400° F) until brown.

BAKED FINNAN HADDIE 5-I
Makes 12 Portions

Put a finnan haddie in a baking pan. Surround with equal portions of milk and water. Place over a low heat and cook for 25 minutes. Pour off the liquid and spread with butter. Bake for 25 minutes in a moderate oven (about 350° F). Remove the bones before serving. Garnish with parsley and butter sauce.

BROILED HALIBUT (ALCIDE), YANKEE CLIPPER 5-M
Makes 8 Portions

Cut halibut 1-1/2-inch thick. Season with salt and black pepper. Roll the fish in melted shortening or fat and broil. Chop 1 onion very fine and simmer in 2 tablespoons of butter. Add 1/2 cup of claret and cook for 8 minutes. Add 2 cups of Brown Sauce (Recipe 10-AD) and cook for 10 minutes more.

Serve surrounded by 6 tablespoons of melted butter and 2 chopped hard-boiled eggs. Pour the sauce over the top of the fish. Garnish with chopped parsley.

BAKED FILLETS OF HALIBUT, GRAND CENTRAL 5-O
Wipe halibut and cut into individual fillets. Arrange salt pork strips on the bottom of a baking dish. Cover with onion slices and bay leaves. Put the fish fillets on top of the onion slices. Spread with equal parts of butter and flour creamed together. Sprinkle with buttered breadcrumbs as per Cauliflower Au Gratin (Recipe 11-O) and cover the pan with buttered paper.

Bake in a moderate oven (about 350° F) for 25 minutes. Remove the paper during the final 10 minutes to brown the fish. Prepare Cream Sauce (Recipe 10-G) using the fat in the bottom of the pan instead of butter.

Serve fish surrounded by sauce. Garnish with parsley and lemon slices sprinkled with chopped parsley and paprika.

NEW ENGLAND SALT FISH DINNER 5-Q
Makes 8 Portions

Chop 1 pound of salt fish into large pieces. Soak for several hours and then simmer until tender.

Cut 1/4 pound of salt pork into 1/4-inch slices. Cut gashes 1/3 of an inch apart, slicing nearly to the rind. Heat the salt pork in a frying pan until light brown and crisp, occasionally pouring off melted fat.

Melt 4 tablespoons of butter in a saucepan. Add 4 tablespoons flour and stir until smooth. Add 2 cups milk. Bring to a boil for 2 minutes. Add fish.

Put a few pieces of salt pork on top of each serving of creamed fish. Serve with 1 boiled potato and boiled diced beets.

SAUTEED SMELTS 5-S
Split and clean smelts and sprinkle with salt and pepper. Roll in flour and sauté in butter until delicately browned and done. Pour Beurre Noir (Recipe 10-C) or Amandine Sauce (Recipe 10-A) over the fish.

FISH CUTLETS 5-U
Makes 12 Portions

Remove the bones and skin from boiled scrod. Mix 2 cups of Cream Sauce (Recipe 10-G), 4 cups of cooked fish, 2 teaspoons of Worcestershire sauce, 1 teaspoon of paprika, 2 teaspoons of lemon juice, and 2 tablespoons of chopped parsley. Chill for 1 hour and then form the mixture into oblong cutlets.

Slightly beat 2 eggs and add 4 tablespoons of water. Dip shaped chilled cutlets in the egg mixture and roll in finely ground dried breadcrumbs. Fry in hot fat until golden brown. Serve with Brown Tomato Sauce (Recipe 10-F).

VI. Eggs

CREAMED EGGS 6-B
Makes 8 Portions

Melt 1/2 cup of butter in a saucepan. Add 1/2 cup of flour. Stir mixture thoroughly until smooth. Add 4 cups of milk. Bring to the boiling point and boil for 2 minutes.

Season with 2 teaspoons of salt and 1/4 teaspoon of black pepper.

Cut 12 hard-boiled eggs in lengthwise sections. Take 1 can of mushrooms and cut in halves. Add the eggs and mushrooms to the sauce.

Serve the egg mixture on two triangles of toast. Garnish with paprika and parsley.

FLORENTINE EGGS 6-D
Half fill a buttered chicken pie dish with well-seasoned finely chopped cooked spinach. Sprinkle with 1 tablespoon of grated Parmesan cheese. Make 2 depressions in the spinach and place 2 uncooked eggs in the depressions. Cover with 2 tablespoons of grated Parmesan cheese and 2 tablespoons of cream. Bake in a moderate oven (about 350° F) until the egg whites are firm. Sprinkle with paprika.

FRENCH OMELET 6-E
Break 2 eggs into a bowl. Beat until mixed but not foamy. Add 1/8 teaspoon salt and 2 tablespoons milk.

Melt 2 teaspoons of butter in a frying pan. Put in egg mixture and cook over low heat. As the egg mixture becomes firm on bottom, lift the edges a little and let the uncooked mixture go underneath. Shake pan occasionally. Fold the omelet in half and serve immediately.

OMELET WITH VARIATIONS 6-F
Break 2 eggs into a bowl. Add 1/4 teaspoon of salt, a dash of black pepper, and 1 tablespoon of hot water. Beat the egg mixture until it is very light.

Melt 1 tablespoon of butter in a frying pan. Put in egg mixture and cook over low heat until the omelet is brown on the bottom and cooked on the top.

a) **Spanish Omelet**—Add a spoonful of Spanish Sauce (Recipe 6-G) in the fold and around the edge of the omelet.
b) **Cheese Omelet**—Add 1 tablespoon of grated cheese to the plain omelet mixture. Sprinkle the omelet with grated cheese before folding.
c) **Asparagus Omelet**—Before folding, spread the omelet with 1/4 cup of cooked asparagus tips.
d) **Chicken Omelet**—Pour 1/2 cup of creamed minced chicken around the omelet. Alternatively, add 1/4 cup of chopped cooked chicken to the plain omelet mixture.
e) **Chicken Liver Omelet**—Melt 1 tablespoon butter in a saucepan. Add 4 tablespoons of cooked chopped chicken livers and 1/2 teaspoon of onion juice. Cook for 2 minutes. Add half in the omelet mixture before cooking. Put the rest in the center of the omelet before folding.
f) **Ham Omelet**—Add 1/2 cup of minced cooked ham to the omelet mixture.
g) **Jelly Omelet**—Omit salt from the omelet mixture and add 1 tablespoon of powdered sugar. Spread the omelet with beaten jelly before folding. Sprinkle the omelet with powdered sugar.
h) **Mushroom Omelet**—Sauté 1/2 cup of sliced mushroom caps in 2 tablespoons of butter for 3 minutes. Place in the center of the omelet before folding.

SPANISH SAUCE (FOR OMELETS) 6-G
Makes 8 Portions

Melt 1/3 cup of butter in a saucepan. Add 2 finely chopped onions, 2 finely [illegible]ed green pe[illegible]s, and 2 chopped pimentos. S[illegible]ently until [illegible]onion is thoroughly cooked [illegible]rown. Ad[illegible]cups of canned or stewed tom[illegible] cook slowl[illegible] 30 minutes.

PLAIN OR PUFFY OM[illegible]
Separate 2 eggs. Put th[illegible]s in a bowl a[illegible]eat until stiff. Add the yolks and [illegible] until the mix[illegible]e is very thick. Add 1/4 teaspoon of salt and pinch of p[illegible]pper.

Melt 1 tablespoon of butter in a frying pan. Add the egg mixture and cook slowly until it is browned underneath. Place in a low oven (about 325° F) until the egg is dry in the middle. Remove from the oven and crease slightly at the center with a knife. Fold at the crease and serve immediately. Garnish with a sprig of parsley.

POACHED EGGS 6-I
Fill a frying pan 2/3 full of salted water and bring to a boil. Slip 2 eggs, one at a time, into the water. Cut two slices of bread into circles. Toast and butter each slice on one side.

Serve each egg on a toast round. Garnish with parsley.

SCRAMBLED EGGS 6-J
Break 2 eggs into a bowl. Slightly beat, adding 3 tablespoons of milk, 1/4 teaspoon of salt, and a dash of black pepper.

Heat 2 tablespoons of butter in a frying pan. When melted, put in the egg mixture. Cook the mixture over a low fire until creamy, stirring carefully. Do not over-cook the mixture or allow it to break into small pieces.

SCRAMBLED EGGS WITH DEVILED SMITHFIELD HAM 6-K
Spread 1 slice of freshly buttered toast with 1-1/2 teaspoons of deviled Smithfield ham. Place in the oven and remove when the deviled ham is hot. Cut the toast on the diagonal. Scramble 2 eggs and place on top of the toast.

VII. Poultry

CHICKEN CADILLAC 7-B
Makes 12 Portions

Prepare Pastry Cases (Recipe 15-R). Melt 6 tablespoons butter in a saucepan. Add 6 tablespoons of flour and stir with a whisk. Add 1-1/2 cups of chicken stock and 1-1/2 cups of milk. Stir and boil for 2 minutes. Add 3 cups of cooked chicken cut in small cubes, 3/4 cup of cooked ham cut in small cubes, 3/4 cup of finely chopped celery, and 1/2 teaspoon of paprika.

Serve mixture in pastry cases, placing one on a tea plate. Garnish with a sprig of parsley.

CREAMED CHICKEN (A LA CRECY), NEW HAVEN 7-H
Makes 8 Portions

Sauté 1/2 pound of bacon chopped in small pieces, 12 small chopped onions, 12 chopped mushrooms, 2 chopped carrots, and 6 diced chestnuts in 4 tablespoons of butter.

Cut the meat from a 5-pound chicken in one inch pieces and simmer in chicken broth for 30 minutes. Add to the

first mixture. Season with salt, black pepper, mace, and sherry to taste. Thicken slightly if necessary with butter and flour cooked together.

Serve each portion in a casserole dish lined with toast points with the tips dipped in chopped parsley.

CHICKEN [illegible]USSE 7
Makes 6 P[illegible]ns

Remove the breasts and [illegible]nd joints from 4 pounds of raw chicken. Chop very [illegible]n a food processor. Lightly beat 1 egg [illegible]d mix with [illegible] chicken, stirring until the mixture is smooth. Beat another egg until light and add to the chicken mixture. Continue until 4 eggs have been added to the mixture. Slowly add 1-1/3 cups of heavy cream, stirring until the mixture is smooth. Season with salt and black pepper.

Fill greased custard cups 2/3 full of the chicken mixture. Place cups in a pan of hot water with several sheets of paper in the bottom. Bake in a low oven (about 325° F) for 30 minutes.

Serve each portion surrounded by Mousselaine Sauce (Recipe 10-U). Garnish with parsley.

CHICKEN CROQUETTES 7-K
Makes 8 Portions

Make a thick white sauce in these proportions: Melt 3 tablespoons butter. Add 3 tablespoons of flour and stir with a whisk until smooth. Add 1/2 cup of milk and 1/2 cup of chicken stock.

Chop 2 cups of chicken, not too fine, and add to the white sauce. Add 1/2 teaspoon of onion juice and a dash of nutmeg and salt if needed.

Chill and shape in either cylinders, cones, or balls. Roll in fine breadcrumbs, slightly beaten egg, and then in fine breadcrumbs again. Fry in deep hot fat until brown or for about 2 minutes. Make a white sauce as for Chicken Maryland (Recipe 7-V).

Surround with sauce and garnish with parsley.

BROWN FRICASSEE OF CHICKEN 7-M
Makes 6 Portions

Cut the legs from the body and separate the legs into two parts, namely the drumstick and the second joint. Separate the breast from the back. Split the breast down through the center and divide each half into two portions.

Cover cut up chicken with boiling water and cook slowly until tender, adding salt when about half done. Pan fry cooked chicken in chicken fat, salt pork fat, or butter until brown.

Melt 1/2 cup of butter in a saucepan. Add 2/3 cup of flour and brown well, stirring to prevent lumps and burning. Add 4 cups of chicken stock and cook for 5 minutes, stirring occasionally. Add the chicken meat and simmer for 30 minutes.

Serve one portion of white meat and one portion of dark meat on a 9-inch platter with a triangle of toast at either end. Surround with sauce. Garnish with parsley.

CHICKEN MARYLAND 7-V
Cut broilers in halves lengthwise and if large, cut each half in two portions. Sprinkle with salt and black pepper and dip in flour, egg diluted with a little water, and soft breadcrumbs. Put into a greased baking pan. Place in a hot oven (about 400° F) and baste every 10 minutes with melted butter until done. This will take about 30 minutes.

Melt 1/2 cup butter in a saucepan. Add 1/2 cup flour and stir thoroughly until smooth. Add 2 cups of chicken stock and 2 cups of rich milk and stir until smooth. Boil for 2 minutes, stirring constantly to prevent burning.

Surround with sauce. Serve a Corn Fritter (Recipe 12-D) or Rice Croquette (Recipe 12-B) at either end. Place two strips of cooked bacon on top and garnish with parsley.

DEVILED CHICKEN, DELMONICO 7-W
Makes 2 Portions (Per Chicken)

Dress broilers for broiling and broil for 8 to 10 minutes.

Cream 1 cup of butter. Add 4 teaspoons of prepared mustard, 1 teaspoon of salt, 1 tablespoon of vinegar, and 2 teaspoons of paprika. Spread mixture on chicken and roll in soft buttered breadcrumbs. Bake until the chicken is tender and brown. Serve with Béchamel Sauce (Recipe 10-B).

FRIED CHICKEN (LAFITTE), YANKEE CLIPPER 7-AA
Makes 8 Portions

Split broilers in halves lengthwise and cut each half in two portions if the broiler is of good size, otherwise use half a broiler. Cut the legs from the body and separate the legs into two parts, namely the drumstick and the second joint. Separate the breast from the back. Split the breast down through the center and divide each half into two portions.

Season the chicken with salt and black pepper. Sprinkle with flour and sauté in butter until golden yellow. Add 1/2 cup of claret and 1 cup of chicken stock.

Put 4 tablespoons butter and 1 can of mushrooms, cut in halves, in a saucepan. Cook slightly and add to the chicken mixture.

Peel tomatoes and cut in eights, using 1 tomato for each broiler, and add to the chicken. Simmer for 20 minutes. Remove the chicken and boil the sauce for 5 minutes. Season well with salt and black pepper.

Surround with sauce and sprinkle with parsley.

FRIED CHICKEN (VILLEROI), MERCHANTS LIMITED 7-AB
Makes 8 Portions

Split broilers in halves lengthwise and cut each half in two portions if the broiler is of good size, otherwise use half a broiler. Cut the legs from the body and separate the legs into two parts, namely the drumstick and the second joint. Separate the breast from the back. Split the breast down through the center and divide each half into two portions.

Season chicken with salt and pepper. Roll in flour, beaten eggs, and fresh breadcrumbs. Fry in butter until done.

Melt 1/2 cup of butter in a saucepan. Add 3/4 cup of

flour and 1 teaspoon of salt. Stir thoroughly. Add 1 quart of chicken stock. Bring to a boil for 2 minutes. Mix 3 egg yolks with 1 cup of cream and gradually add to the hot mixture. Season well with salt, cayenne pepper, and lemon juice. Add 1 cup cooked peas.

Surround with Béchamel Sauce (Recipe 10-B) and garnish with parsley.

CHICKEN SAUTE (TYROLEAN), PURITAN 7-AE
Makes 2 Portions

Cut broiler in halves and dredge with flour. Sauté in butter for 15 minutes or until brown. Sprinkle with salt and black pepper. Add 2 tablespoons of sherry, 1/2 cup of Brown Sauce (Recipe 10-AD), 1 thin slice of diced boiled ham, and 1 large diced tomato. Simmer slowly for 10 minutes.

CHICKEN SAUTÉ (VIENNOISE), GILT EDGE 7-AF
Cut broilers in halves. Clean and season with salt and pepper. Roll in flour, in beaten egg, and then in soft breadcrumbs. Sautee in butter until done.

Pour Chicken Maryland Sauce (Recipe 7-V) around the chicken and garnish with new peas.

PLANTATION TURKEY SHORTCAKE 7-AS
Makes 12 Portions

Mix 1/4 cup of butter and 1 cup flour in a large saucepan. Add 1 quart of hot chicken stock and 1 pint of hot milk. Cook for 5 minutes. Add 1/2 pound of mushrooms cut julienne and sautéed in butter, 1-1/2 cups of cooked ham cut Julienne and sautéed in butter, and 1 egg yolk slightly beaten with a fork and mixed with 1 tablespoon of milk.

Place 2 slices of roast turkey on a square of split buttered and toasted cornbread on a dinner plate. Cover with sauce and garnish with parsley.

VIII. Dressings and Entrees

BROWN RICE DRESSING 8-A
Makes 8 Cups

Cook 2 cups of brown or wild rice in boiling salted water for 50 to 60 minutes or until tender. Rinse in cold water to separate the grains.

Sauté 1 medium onion and 1 cup of minced celery in 2 tablespoons of butter. Add rice, finely chopped chicken giblets, 1/2 teaspoon of poultry seasoning, and 1/2 teaspoon of thyme. Mix thoroughly.

CELERY DRESSING 8-B
Makes 12 Cups

Cook 2 cups of finely chopped celery, 2 tablespoons of minced parsley, and 2 tablespoons of minced onion in 2 tablespoons of butter for 3 minutes. Add to dry ingredients in Plain Dressing (Recipe 8-G) and add enough stock or water to hold the mixture together.

CHESTNUT DRESSING 8-C
Makes 12 Cups

Shell 1-1/2 pounds of chestnuts. Cook gently for 20 minutes. Chop fine a[illegible] to Plain [illegible]sing (Recipe 8-G). Avoid seasonin[illegible]nly.

SAVORY MUSHRO[illegible] [illegible]SSING 8-.
Makes 4 Cups

Cook 1-1/2 cups of [illegible] chopped r[illegible].rooms in 3 tablespoons of butter. A[illegible] 3 cups of sta[illegible] readcrumbs, 1-1/2 teaspoons of salt, 1/4 teaspoon of [illegible]ack pepper, a pinch of cayenne pepper, a pinch of nutmeg, 1 tablespoon of chopped parsley, 1 tablespoon of chopped onion, 4 tablespoons of melted butter, and 1 cup of chicken stock. Mix thoroughly with a fork.

ONION DRESSING 8-E
Makes 12 Cups

Parboil 12 onions for 10 minutes. Drain, chop, and add to Plain Stuffing (Recipe 8-G) adding 2 slightly beaten eggs.

OYSTER DRESSING 8-F
Makes 12 Cups

Wash 1 quart of oysters and remove the tough muscles. Add to Plain Dressing (Recipe 8-G) with 1/2 cup of oyster liquor. Season with mace.

PLAIN DRESSING 8-G
Makes 8 Cups

Mix 8 cups of breadcrumbs with 1 cup of melted butter or 1 cup of chicken fat or 1 cup of sausage fat. Add 1 teaspoon of salt, 2 teaspoons of poultry dressing, and 1 teaspoon of baking powder. Mix the ingredients lightly with a fork. Add 2 cups of hot stock, made from giblets and stock, or enough liquid to hold the mixture together.

BAKED MACARONI AND CHEESE 8-I
Makes 12 Portions

Cook 2 cups of macaroni, broken in 1-inch pieces, in 4 quarts of boiling salted water until soft. Drain and add more salt if needed. Reheat in 4 cups of Cheese Sauce (Recipe 10-H). Sprinkle generously with buttered crumbs and paprika and bake until brown.

WELSH RAREBIT 8-J
Put contents of 1 jar of Welsh rarebit in a saucepan. Add 1 tablespoon of milk and heat thoroughly, stirring to prevent burning. Line a hot Welsh rarebit dish with two triangles of toast. Pour boiling hot welsh rarebit on the toast and sprinkle with paprika.

SPAGHETTI WITH MEAT BALLS 8-K
Makes 12 Portions

To prepare meat balls, season 2-1/2 pounds of hamburger with 3 teaspoons salt and 1/2 teaspoon pepper. Add 2 eggs and 13 slices of bread soaked in cold water and squeezed dry. Mix thoroughly. Shape the mixture into small balls about 1-inch in diameter. Brown and partially cook the meat balls in 4 tablespoons of hot bacon fat. Add 3 small finely chopped onions and brown with the meat balls.

To prepare spaghetti, slide 1 pound of spaghetti, without breaking, into a kettle filled with 4 quarts of actively boiling water and 4 teaspoons of salt. Boil briskly for 15 minutes. Drain in colander or strainer and pour 2 cups of

cold wate er the etti. Drain and return to hot kettle. Ac quart n Tomato Sauce (Recipe 10-F) and ially co eat balls. Keep hot in steam table. Ser th 2 m per order.

MACARO LA MI E 8-L
Makes 24 tions

Cook 1 pound of macaroni, cut in 1-inch pieces, in a kettle filled with 1 quart of boiling water and 1-1/2 tablespoons of salt for 20 minutes. Drain in colander and pour 1 pint of cold water over the macaroni. Re-heat and add to sauce. Sprinkle each serving with grated cheese.

To prepare Milanaise sauce, cut 2 cups of cooked ham and 8 mushroom caps in julienne slices. Sauté in 3/4 cup of butter for 5 minutes. Add 1 quart of Brown Tomato Sauce (Recipe 10-F) and cook for 5 more minutes. Add cooked macaroni and mix well.

Note, 1 cup of cooked beef tongue and 1 cup of ham may be substituted for 2 cups of cooked ham.

BAKED STUFFED TOMATOES WITH MEAT 8-M
Makes 12 Portions

Cook 1 tablespoon of finely chopped onion in 1/4 cup of butter for 5 minutes. Add 1 cup of finely chopped cooked meat, 1 cup of soft stale breadcrumbs, the pulp from 12 tomatoes, 3/4 teaspoon of salt, and 1/8 teaspoon of black pepper. Cook for 5 minutes. Add 2 slightly beaten eggs and cook for 1 minute more.

Prepare 12 tomatoes as for Stuffed Tomatoes (Recipe 11-BB). Fill tomatoes with the meat mixture and place on a buttered pan. Sprinkle with buttered breadcrumbs as for Cauliflower Au Gratin (Recipe 11-O) and bake for 20 minutes in a moderately hot oven (about 375° F). Serve 1 tomato per order.

IX. Meats

CASSEROLE OF BEEF 9-A
Makes 6 Portions

Put 2 cups of cooked beef cut in 1-inch pieces in a baking pan. Add 1 cup of carrots cut in small cubes, 1 green pepper cut in fine strips, 8 small peeled onions, 1 stalk of celery cut in small pieces, 1 cup of stewed tomatoes, and 1 cup of stock. Add salt and black pepper to taste. Cover baking pan, put in oven, and bake until the carrots and onions are tender.

Add 1-1/2 cups of potato balls and cook an additional 20 minutes. Add 2 teaspoons of fat, melted and browned with 2 tablespoons flour. Stir until thoroughly mixed.

Put into individual casserole dishes. Cover with small uncooked Baking Powder Biscuits (Recipe 1-A) and bake for 15 minutes or until the biscuits are brown.

HAMBURG LOAF 9-E
Makes 16 Portions

Thoroughly mix 3 pounds of finely ground beef, 1/2 cup of finely chopped fat salt pork, 2 well-beaten eggs, 2 teaspoons of salt, and 1/2 teaspoon of black pepper.

Pack mixture into a greased baking pan and bake in a moderately hot oven (about 375° F) for 45 minutes. Cut into slices.

Put 1 large or 2 small slices on a 9-inch platter. Surround with Brown Mushroom Sauce (Recipe 10-E) or Spanish Sauce (Recipe 10-AA). Use a dinner plate for service.

NEW ENGLAND BOILED DINNER 9-F
Wash corned beef in cold water. Put in a soup kettle, cover with cold water, and heat to the boiling point. If the meat is very salty, soak for several hours before cooking in cold water. Skim, cover kettle, and cook slowly for several hours until the meat is tender.

An hour before serving, add carrots peeled and cut in quarters lengthwise, turnips peeled and sliced, and cabbage cut in quarters. A half hour before serving, add peeled potatoes and cook until done.

Cook beets separately until tender.

Serve 12-ounces of beef per portion. Serve 1 slice of meat, 1 piece of carrot, 1 slice of turnip, and 1 potato. Serve beets on the side in a square baker.

YANKEE POT ROAST 9-G
Marinate beef for several hours in a mixture of 1/2 cup of vinegar and 1/2 cup of water. If the beef is flat, roll and tie with a heavy string. Rub the marinated beef with flour, salt, and black pepper.

Melt 2 tablespoons fat in a heavy cooking pot or sauté pan. Add 1 medium sliced onion and cook for 3 minutes. Remove onion. Add beef when fat is very hot. Sear beef thoroughly on all sides, turning frequently, until it is dark brown. Put in pot and add enough boiling water to come 1/4 the way up around the beef. Cover tightly and cook for 2 to 3 hours or until tender. Add more water if necessary. Let the gravy cook down very low before adding more in order to make it dark and rich.

Cut 4 carrots in small cubes. Cook in boiling salted water. Save the carrot stock and add to the roast when more liquid is required. Add the carrots to the pot roast 15 minutes before serving.

Cook 12 medium sized potatoes until soft, saving the stock to add to the roast. When the meat is done, remove the meat and carrots. Thicken the gravy by using 1/2 cup of flour thoroughly mixed with 1/2 cup of cold water to 2 quarts gravy. Gradually add the flour and water mixture to the gravy. Stir with a whisk. Bring to a boil and boil for 3 minutes. Add 2 cups of cooked peas and the cooked carrots to the gravy.

Serve 8-ounces of beef per portion. Serve 1 slice of pot roast and 1 potato on a 9-inch silver or china platter. Surround the meat and potato with gravy in which there are a few peas and carrots.

ROAST LAMB (BOULANGERE), SHORE LINE 9-P
Makes 12 Portions

Season leg of lamb with salt and black pepper. Rub with onion. Put in a roasting pan with Bouquet Garni (Recipe 10-D). Slice 3 carrots and 3 onions very thin and place over and around the lamb. Roast uncovered in a low oven (about 325° F). Baste occasionally. Remove Bouquet Garni before serving.

ESCALLOP OF CALF'S LIVER (LUCULLUS), YANKEE CLIPPER 9-AB
Cut calf's liver in 1-inch pieces. Roll in egg and breadcrumbs. Fry in deep fat.

Serve liver on top of a thin slice of broiled ham on a 9-inch silver or china platter. Put several rings of French Fried Onions (Recipe 11-V) on top. Surround with well-seasoned brown gravy.

BOILED LEG OF LAMB, CAPER SAUCE (MERCHANTS LIMITED) 9-AR
Makes 12 Portions

Trim skin and fat from leg of lamb. Cover with boiling salted water. Add 1/2 cup of diced carrots, 1/2 chopped onion, 1/4 bunch of chopped leeks, 1/2 cup of diced turnips, and 1/2 cup of diced celery. Cook for 15 minutes per pound of lamb. Serve with caper sauce.

For caper sauce, melt 6 tablespoons of butter in a saucepan. Add 1 cup of flour. Blend thoroughly and cook for 5 minutes. Add 1 quart of skimmed lamb stock and 1 bay leaf. Cook for 1/2 hour. Strain and reserve. Slowly add 1 slightly beaten egg yolk mixed with 1 cup of light cream, and 1 teaspoon of lemon juice. Mix in 4-ounces of capers.

TOURNEDOS OF LAMB (MERCHANTS LIMITED) 9-AT
Cut the meat from 2 single lamb chops. Wrap each piece of meat with a strip of bacon, fasten with a skewer, and broil. Garnish with parsley.

HAM CROQUETTES 9-AU
Prepare as for Chicken Croquettes (Recipe 7-K) substituting ham for chicken. Omit nutmeg. Add 2 tablespoons of minced green pepper.

Serve two on a platter, surrounded by sauce.

BAKED HAM IN CRUST (MERCHANTS LIMITED) 9-AZ
Make a thick paste of flour and water. Spread all over ham. Set ham on rack in pan in hot oven (about 400° F) to bake the paste. Bake at a lower temperature for 4 hours. Make a hole in the crust and pour in 1 cup of hot drippings from the bottom of the pan. Bake ham for 1 hour longer. Remove the crust intact and skin the ham. Brush with beaten egg yolk. Sprinkle with brown sugar and breadcrumbs. Brown in oven.

SALISBURY STEAK 9-BA
Makes 15 Portions

Mix 5 pounds of finely ground hamburger with 1 tablespoon of salt, 1/2 teaspoon of black pepper, 1 tablespoon of chopped parsley, 5 slightly beaten eggs, and 2/3 cup of bread crumbs.

Place a scoop of hamburger mixture on a cutting board. Shape each portion into a rectangular piece to represent a slice of steak, about 1 inch thick. Place in the refrigerator until ready to use. Sauté or broil. Serve with Brown Onion Gravy (Recipe 10-AE).

BEEF TONGUE A LA JARDINIERE (MERCHANTS LIMITED) 9-BC
Boil fresh beef tongue for 2 hours. Take the tongue out of the water, reserving the liquid. Remove the skin and lay the tongue in a roasting pan on a layer of diced carrots, turnips, celery, potatoes, beans, button onions, small round tomatoes, and peas. Pour some of the water in which the tongue was boiled over the tongue and cook slowly for 2 hours until tender. Remove tongue and vegetables to another container. Keep warm. Thicken pan gravy with brown roux. Arrange vegetables on slices of meat and pour gravy over.

X. Meat and Fish Sauces

AMANDINE SAUCE 10-A
Blanch almonds by covering with boiling water. Let stand for 3 minutes. Cover with cold water. Drain and remove brown skins. Cut nuts in thin slices and fry in butter or olive oil until light brown. Pour over fish after it is on serving dish.

BECHAMEL SAUCE 10-B
Makes 1 Quart

Simmer 2 cups chicken stock with 2 slices of onion, 2 slices of carrot, and 1 bay leaf for 20 minutes. Strain and add enough chicken stock, if necessary, to make 1 cup. Melt 4 tablespoons butter. Add 4 tablespoons flour and stir until smooth. Add 1 cup stock and 1 cup cream. Stir until smooth. Season with salt and black pepper.

BEURRE NOIR 10-C
Slightly brown 1/3 cup of butter. Add 1 teaspoon of lemon juice. Add salt and black pepper to taste.

BOUQUET GARNI 10-D
Tie a few sprigs of parsley, 1/2 carrot cut lengthwise, 1 leek, a sprig of celery, a bit of thyme, 1/4 bay leaf, 2 cloves, and a sprig of marjoram together in cheese cloth.

BROWN MUSHROOM SAUCE 10-E
Makes 1 Quart

Do not wash mushrooms. Remove all loose dirt with a brush. Separate caps from stems. Peel caps and slice thin. Slice the stems thin, adding the upper part of the stems to the caps.

Sauté the caps and upper stem parts in butter for 5 minutes. Cover the lower stem parts and peelings with cold water and bring to the boiling point. Boil for 5 minutes.

If using canned French mushrooms, cut in quarters and sauté in butter for 3 minutes. Melt 1/2 cup of butter in a saucepan. Add 1/2 cup flour and stir until well browned. Add 3 cups of brown stock or consommé and 1 cup of mushroom juice, drained from peelings. Boil for 5 minutes and add the sautéed mushrooms.

BROWN TOMATO SAUCE 10-F
Makes 1 Quart

Thoroughly brown 1/2 cup of butter and 1/2 cup of flour. When browned, gradually add 4 cups of strained tomatoes and 1 cup of brown stock. Season to taste. Bring to the boiling point and boil for 5 minutes.

CREAM OR WHITE SAUCE 10-G
Makes 1 Quart

Melt 1/2 cup of butter. Add 1/2 cup of flour and stir until smooth. Add 4 cups of rich milk and stir until smooth. Let boil for 2 minutes, stirring constantly to prevent burning.

CHEES SAUCE 10-H
Makes ups

Add 2 c grated e to Cream Sauce (Recipe 10-G).

MAITR 'HOTEL ER 10-S
Makes (rtions

Cream th oughly, b not melt, 1/2 cup of butter in a bowl. Ac 1 teaspc of salt, 1/4 teaspoon of black pepper, 1 tablespoon of finely chopped parsley, and 1-1/2 tablespoons of lemon juice. Mix thoroughly.

Spread about 1 tablespoonful on hot broiled fish.

MOUSSELAINE SAUCE 10-U
Makes 5 Cups

Prepare Béchamel Sauce (Recipe 10-B). Just before serving, add 4 egg yolks and 2 tablespoons lemon juice.

SPANISH SAUCE (FOR CHOPS) 10-AA
Makes 2 Quarts

Cook 6 strips of bacon cut into small squares, 1/2 cup of finely chopped celery, 1/2 cup of finely chopped carrot, and 1/4 cup of finely chopped onion in 4 tablespoons of butter until the butter is well browned. Add 1 cup of flour and stir until well browned. Add 6 cups of consommé or brown stock and 3 cups of stewed tomatoes and cook for 5 minutes. Strain sauce if necessary before serving. Pour around chops.

TARTAR SAUCE 10-AB
Makes 2 Cups

Mix 1-1/2 cups of mayonnaise, 1/2 tablespoon of finely chopped onion, 1 tablespoon of finely chopped pickles, 1 tablespoon of finely chopped olives, 1 tablespoon of finely chopped parsley, and 1 tablespoon of vinegar in a bowl. Mix thoroughly.

BROWN SAUCE 10-AD
Makes 1 Quart

Melt 1/2 cup of shortening in a saucepan. Add 2/3 cup of flour and cook until very brown. Do not burn. Add 4 cups of brown stock or consommé and 1 teaspoon of Worcestershire sauce.

BROWN ONION GRAVY 10-AE
Sauté onion rings in butter until brown. Add gravy or brown stock.

STRATFORD SAUCE (MERCHANTS LIMITED) 10-AJ
Makes 1 1/4 Cups

Combine 1/2 cup of heavy whipped cream, 3 tablespoons of grated horseradish, 3 tablespoons of grated apple, 1/4 teaspoon of salt, and 1/2 teaspoon of paprika. Mix thoroughly. Serve with broiled steak.

CAPE COD CRANBERRY RELISH 10-AM
Makes 1 Quart

Finely chop 3-1/2 cups of fresh cranberries, 1 unpeeled orange seeded and cut in quarters, and 1 cored unpeeled apple in a food processor. Mix thoroughly with 2 cups of sugar. Let stand at least 2 hours in the refrigerator before serving.

XI. Vegetables

HARVARD BEETS 11-F
Makes 18 Portions

Mix 1-1/2 cups of sugar and 1-1/2 tablespoons of cornstarch. Add 3/4 cup of water and 3/4 cup of vinegar. Boil for 5 minutes. Add 7 cups of miniature beets and let stand over a low heat for 30 minutes. Just before serving, bring to the boiling point and add 6 tablespoons of butter.

MINT-GLAZED CARROTS AND PEAS 11-N
Makes 8 Portions

Wash, peel, and cut carrots in 1/2-inch cubes or thin slices if carrots are small. Cook for 15 minutes in boiling water and drain. Melt 1 cup of butter in a saucepan. Add 1 cup of sugar and 2 tablespoons of finely chopped fresh mint leaves. Slowly cook the carrots in the sauce until they are soft and glazed. Add cooked peas. Season with salt and black pepper.

CAULIFLOWER AU GRATIN 11-O
Makes 24 Portions

Place freshly cooked cauliflower flowerets in a buttered baking pan.

Melt 1 cup of butter in a saucepan. Add 1 cup of flour and stir thoroughly until smooth. Add 2 quarts of hot milk. Stir until smooth, bring to the boiling point, and boil for 2 minutes. Add 2 teaspoons of salt, 1/2 teaspoon of black pepper, and 3 cups of grated American cheese. Stir thoroughly until the cheese is melted.

Pour the sauce over the cauliflower. Sprinkle with buttered breadcrumbs and bake in a moderate oven (about 350° F) until brown. To butter breadcrumbs, melt 1 cup of butter, add 4 cups of fine dry breadcrumbs, and stir with a fork. Serve crumb side up in a medium baker.

CORN PUDDING 11-T
Makes 24 Portions

Cut enough corn from the cobs to fill 8 cups or use the equivalent amount of canned corn. Chop the corn kernels fine. Combine the corn with 6 slightly beaten eggs, 1/3 cup of melted butter, 1/3 cup of flour, 2 tablespoons of sugar, 2 teaspoons of salt, 1/2 teaspoon of black pepper, and 4 cups of milk in a bowl. Put into a buttered baking pan and bake in a slow oven (about 325° F) until firm. Serve in a medium baker.

FRENCH FRIED ONION RINGS 11-V
Wash and peel Spanish onions. Slice into 1/4-inch slices and separate the slices into rings. Dip in milk and flour seasoned with salt and black pepper. Fry in deep fat from 4 to 6 minutes or until light brown.

STUFFED BAKED POTATOES 11-Z
Makes 12 Portions

Bake potatoes as usual. Cut in halves lengthwise, scoop out the centers, and mash. Reserve the Potato shells (peels). Combine the centers of 6 baked potatoes with 4 tablespoons of butter, 2 tablespoons of hot milk, 2 stiffly beaten egg whites, and a pinch of salt and black pepper. Mix thoroughly. Put this mixture back into the potato shells and place in the oven to brown. Serve hot.

DELMONICO POTATOES 11-AC
Makes 12 Portions

Melt 1/2 cup of butter in a saucepan. Add 1/2 cup of flour and stir thoroughly until smooth. Add 4 cups of hot milk, 1 teaspoon of salt, and 1/4 teaspoon of black pepper. Stir until smooth and boil for 2 minutes. Add 1 cup of grated cheese and mix well. Dice 12 cold boiled potatoes very fine and mix with the cheese sauce. Put into a small buttered baking pan. Sprinkle with grated cheese and paprika and put in the oven to become hot and brown.

SPINACH, BECHAMEL 11-AR
Makes 8 Portions

Combine 6 tablespoons of melted butter, 4 tablespoons of flour, and 4 cups of finely chopped cooked spinach. Stir thoroughly and add 1-1/2 cups of milk. Cook for 5 minutes and season well.

SUCCOTASH 11-AU
Combine equal parts of lima beans and cooked corn in a saucepan. Add milk and simmer until thick. Season with butter.

MAPLE SWEET POTATOES 11-AZ
Makes 12 Portions

Slice 12 cooked sweet potatoes. Arrange in a baking dish. Pour 2 cups of maple syrup on top and dot with 4 tablespoons of butter. Bake until brown, basting occasionally with maple syrup.

STUFFED TOMATOES 11-BB
Makes 12 Portions

Wipe and remove the stem end from 12 smooth medium sized tomatoes. Remove the seeds and pulp and drain off most of the liquid. Sprinkle with salt.

Measure tomato pulp and add an equal quantity of soft bread crumbs. Add 4 tablespoons of melted butter, a few drops of onion juice, and a dash of salt and pepper. Refill tomatoes and sprinkle with buttered bread crumbs prepared as per Cauliflower Au Gratin (Recipe 11-O). Bake for 15 minutes in a moderately hot oven (about 375° F). Serve 1 tomato in a medium baker.

STRING BEANS AU GRATIN 11-BQ
Makes 12 Portions

Place 2 quarts of cooked string beans in a baking dish. Cover with 2-1/2 cups of Cream Sauce (Recipe 10-G). Sprinkle with 1/2 cup of grated cheese, dot with 6 tablespoons of butter, and brown in the oven.

YELLOW TURNIP, NEW YORK STYLE 11-BR
Pour melted butter, seasoned with salt and black pepper, over hot diced cooked yellow turnip. Sprinkle with chopped parsley.

XII. Croquettes and Fritters

POTATO CROQUETTES 12-A
Makes 18 Portions

Combine 1/3 cup of melted butter, 1-1/2 teaspoons of salt, 1/4 teaspoon of black pepper, and 3 egg yolks with 6 cups of hot riced pota · Beat thoro to mix the ingredients. Shape int· ·l balls by · or with an ice cream scoop. Pr· ·2-inch c· soft Kraft cheese into the cent· ·h potato ·ompletely cover the cheese. Ro· ·s in a mi· ·egg beaten with 1 tablespo· ·lk. Then ·e balls in crushed cornflakes, ·g the su· thoroughly with cornflakes. Fry in · ·· for about · ·utes or until brown.

For table d'hote order, serve 1 in a baker. For a la carte order, serve 2 on an 8-inch silver or china platter.

RICE CROQUETTES 12-B
Makes 16 Portions
Wash 1 cup of rice. Put the rice in the top of a double boiler with 1 cup of boiling water and 2 teaspoons of salt. Steam the rice until the water is absorbed. Add 2 cups of scalded milk. Stir lightly with a fork and steam until the rice is soft and dry. Remove from the heat. Add 4 egg yolks and 2 tablespoons of butter. Spread on a plate to cool. Shape a rounded tablespoon of this mixture into a cylinder or cone. Roll in egg and bread-crumbs. Fry in deep fat.

FRUIT FRITTERS 12-C
Makes 24 Portions

Mix and sift 2-1/2 cups of flour, 4 teaspoons of baking powder, and 1/2 teaspoon of salt. Add 2 well beaten eggs and 1-1/3 cups of milk. Beat the mixture thoroughly until smooth. Add fruit and mix thoroughly, making sure that batter coats all surfaces. Use about 1 rounded tablespoon of mixture for each fritter. Drop into hot fat and fry until brown.

Be sure to cut the fruit into small pieces before adding to the batter. The following fruits may be used:

a) **Apple**—Peel and cut into wedge shaped pieces.
b) **Banana**—Peel and cut in half lengthwise and crosswise. Dip the pieces into batter separately.
c) **Orange**—Peel and separate into sections.
d) **Pineapple**—Use canned pineapple. Drain thoroughly. Cut pineapple rings into eight pieces or use pineapple chunks.

CORN FRITTERS 12-D
Makes 24 Portions

Mix and sift 4 cups of flour, 1 tablespoon of baking powder, 1 teaspoon of salt, and 2 tablespoons of sugar. Thoroughly beat 2 eggs and combine with 1-1/2 cups of milk. Add the liquid to the dry ingredients. Add 2 cups of fresh cooked corn or canned corn. Drop small spoonfuls in deep hot fat and fry for about 3 minutes or until brown.

CORN OYSTERS 12-E
Makes 6 Portions

Mix 2 well beaten eggs, 2 tablespoons of melted butter, 1/2 cup of flour, 2 teaspoons of salt, and 1/4 teaspoon of black pepper and 2 cups of raw corn kernels grated from the cob or from canned corn. Drop spoonfuls on a hot greased griddle and fry until golden brown. They should be about the size of large oysters.

RHODE ISLAND JOHNNY CAKES 12-F
Sift corn meal. Scald with boiling water, scalding every

particle of meal. Add salt to taste and thin with cold milk to the proper consistency to drop on a griddle. Fry on a very well greased griddle, cooking first on one side and turning to cook on the other side. They should be golden brown on the outside and soft in the middle when done. Serve them half as thick as an English muffin and split the same.

Serve as directed at time of service.

YORKSHIRE PUDDING 12-G
Makes 12 Portions

Mix 2 cups of flour and 1/2 teaspoon of salt in a bowl. Add 2 cups of milk to form a smooth paste. Add 4 eggs and beat for 2 minutes. Leave 1/2-inch of fat in the bottom of a roasting pan and pour the pudding mixture into the pan.

Bake in a very hot oven (about 425° F) for 20 to 30 minutes. Two baking pans may be used, pouring the fat into the pans before adding the pudding mixture. Cut in 3-inch squares. Serve 1 piece on a platter with a meat order.

XIII. Salads

CARROT AND ALMOND SALAD 13-C
Makes 12 Portions

Blanch 1 cup of almonds by putting them in boiling water for 5 minutes. Drain, cover with cold water, and remove the brown skins.

Wash and peel 10 medium-sized carrots. Put the carrots and almonds through a food processor or chop fine by hand. Add 1 teaspoon of salt and 3/4 cup of mayonnaise. Mix thoroughly.

For table d'hote order, serve a demitasse cup 2/3 full on a lettuce leaf on a bread and butter plate.

For a la carte order, serve a teacupful in a lettuce lined square salad bowl.

LOBSTER SALAD 13-T
Remove the meat from cooked lobsters, being careful to reserve the meat from the tips of the large claws. Cut the meat into 1/2-inch pieces. The stringy portions will have to be cut smaller. Put a small amount of French Dressing (Recipe 14-H) on the meat and let it stand for 30 minutes. Measure the quantity of lobster meat. Finely chop about half as much celery. Mix the celery with the lobster meat. Add enough mayonnaise, approximately half the quantity of lobster meat or celery used, to bind the mixture together. Mix thoroughly.

Line a square salad bowl with lettuce leaves and place a thin slice of lettuce on the bottom. Pack the salad into a tea cup and invert onto the lettuce. Garnish the meat from 2 claw tips with very finely chopped parsley and place on either side of the salad mixture.

NEW HAVEN GREEN SALAD BOWL 13-V
Makes 8 Portions

Cut 20 peeled cucumbers, 20 radishes, 4 stalks of celery, 2 large seeded green peppers, 1 large Italian onion, and 6 peeled tomatoes in 1/2-inch pieces. Mix together in a bowl and marinate in French Dressing (Recipe 14-H). Let stand in the refrigerator to chill.

Line a square salad bowl with lettuce. Put 2 level egg cupfuls of salad mixture in the center of the bowl. Pour Roquefort Dressing (Recipe 14-N) over the top of the salad. Underline with a tea plate. Serve on tea plate.

CHICORY AND CELERY SALAD BOWL (MERCHANTS LIMITED) 13-AK
Combine equal parts of lettuce hearts, chicory, escarole, and water cress. Toss together with Vinaigrette Dressing (Recipe 14-S). Serve in lettuce lined square salad bowl with celery curls and tomato wedges.

COUNTRY SALAD BOWL 13-AR
Makes 16 Portions

Mix and chill 3 cups of diced ham, 2 cups of diced cold boiled potatoes, 1 cup of diced cold cooked carrots, 1 cup of peas, 1 stalk of diced celery, 6 tablespoons of chopped pickle, 1/2 diced green pepper, 1/2 finely diced onion, 1-1/2 cups of mayonnaise, 4/5 cup of vinegar, 1-1/2 tablespoons of salt, and 1 teaspoon of black pepper.

Serve individual pudding mold of salad mixture in a lettuce lined square salad bowl. Garnish with 1 tablespoon of mayonnaise. Top with pickle chip. Arrange 4 quarters of hard-boiled egg around the base of the salad.

APPLE, PEANUT BUTTER, AND CHEESE SALAD 13-AZ
Wipe, core, and slice red apples in 1/2-inch thick crosswise slices. Sprinkle with French Dressing (Recipe 14-H) to prevent discoloration. Blend 2 packages of cream cheese, 1/2 cup of peanut butter, and 1/4 tablespoon of salt. Shape into small balls.

For table d'hote order, place 1 apple ring on lettuce lined bread and butter plate. Place a peanut butter cheese ball in the center of the apple ring. For a la carte order, line a square salad bowl with lettuce. Place apple ring on lettuce with peanut butter cheese ball in center. Cut drained maraschino cherries in halves and place 4 halves cut side down at equal distances on the apple ring. Serve with Bretton Woods Dressing (Recipe 14-T).

ALLIGATOR PEAR AND PINEAPPLE SALAD MERCHANTS LIMITED 13-BA
Makes 4 Portions (Table D'Hote) or 2 Portions (A La Carte)

Mix 1 peeled and diced alligator pear (avocado) with 2 slices of diced fresh pineapple and Sunkist Dressing (Recipe 14-Z).

For table d'hote order, serve 1 demitasse cupful of fruit salad mixture on a lettuce lined bread and butter plate. Garnish with watercress.

For a la carte order, serve individual pudding mold of fruit salad mixture in a lettuce lined square salad bowl. Pour Sunkist Dressing (Recipe 14-Z) over fruit. Garnish with watercress and bing cherry.

CRESCENT HONEYDEW SALAD WITH CHEESE BON BON 13-BD
Place a crescent-shaped slice of honeydew melon on a bed of lettuce on a tea plate. Place 1 large cantaloupe melon ball in the center of the honeydew melon crescent. Place a lemon section and a large black cherry on both sides of the cantaloupe melon ball. Garnish with

watercress. Place 1 cheese bon bon on the side of the honeydew melon slice.

For cheese bon bon, shape 1 tablespoon of cream cheese into a ball. Press a half walnut on top of the slightly flattened cheese ball.

Serve with French Dressing (Recipe 14-H) on the side.

MIXED FRUIT SALAD 13-BL
Makes 24 Portions (Table D'Hote Order)
or 12 Portions (A La Carte Order)

Mix 2 cups diced pineapple, 2 cups orange sections cut in halves, and 2 cups grapefruit sections cut in thirds. For table d'hote order, serve a demitasse cup of salad mixture on a bread and butter plate. Top with a strawberry and a maraschino cherry. Serve with Fruit Dressing (Recipe 14-G).

For a la carte order, serve a teacup of salad mixture in a lettuce lined square salad bowl. Garnish base of salad mound with strawberry halves and top with a whole strawberry. Maraschino cherries may be substituted when strawberries are not in season. Underline salad bowl with a tea plate. Serve with French Fruit Dressing (Recipe 14-G).

BUNCH OF GRAPES SALAD (MERCHANTS LIMITED) 13-BM
Peel, core and cut 4 fresh pears in half. Sprinkle with French Dressing (Recipe 14-H) and place on a tray, rounded side up. Cover rounded side of pears with a cream cheese spread made from 4 packages of cream cheese mixed with 1/4 cup of mayonnaise. Stick small seedless green grapes very close together into the cream cheese spread. Place a small piece of green pepper at the large end of each pear to represent a stem. Chill in the refrigerator. Serve with French Dressing (14-H) or Cream Dressing (14-U).

ORANGE, GRAPEFRUIT, AND ALLIGATOR PEAR SALAD (MERCHANTS LIMITED) 13-BO
Peel oranges down to the juicy pulp, removing all outer skin and membranes. Cut on either side of each dividing membrane with a sharp knife and remove the pulpy 'meat', section by section. Prepare grapefruit sections the same way. Peel and slice alligator pears (avocados). The fruits used in this recipe can be prepared in advance and placed in the refrigerator until making up salads to order.

Place 2 lettuce leaves on a bread and butter plate. Place 1 slice of each kind of fruit on the lettuce. Garnish with watercress. Serve with Pecan Dressing (Recipe 14-Y).

POINSETTIA SALAD (MERCHANTS LIMITED) 13-CA
Wash a firm medium-sized tomato. Plunge in a pot of boiling water for 1 minute. Remove and place in cold water to cool. Drain and remove the skin with a sharp knife. Chill in the refrigerator. Cut into eighths from top to bottom but do not sever the sections from the base. Fold the tomato sections back to form a flower but leave the center pulp intact. Put 1 tablespoon of cream cheese mixed with 1/2 teaspoon of cream and seasoned with a dash of salt and pepper on the center pulp and sprinkle cheese, with sifted hard-boiled egg yolk, to represent the yellow center of the flower.

Line a square salad bowl with lettuce. Place a slice of lettuce in the middle and top with the tomato poinsettia flower. Serve French Dressing (Recipe 14-H) on the side.

XIV. Salad Dressings

BOILED DRESSING 14-A
Put 1 tablespoon of salt, 4 tablespoons of dry mustard, 3 tablespoons of sugar, a pinch of cayenne pepper and 1/2 cup of flour in the top of a double boiler. Add 2 slightly beaten eggs or 4 egg yolks and stir thoroughly. Slowly add 1/2 cup of melted butter, 3 cups of milk, and 1 cup of vinegar. Cook over boiling water until the dressing thickens. Strain into a container and allow to cool before serving.

EPICUREAN DRESSING 14-F
Mix 4 finely chopped hard-boiled eggs, 2 teaspoons of dry mustard, 2 teaspoons of salt, 4 teaspoons of chopped onion, 4 teaspoons of chopped parsley, 1/2 cup of finely chopped green pepper, and 4 cups of French Dressing (Recipe 14-H). Chill and mix thoroughly before serving.

FRENCH FRUIT DRESSING 14-G
Mix 3 cups of olive oil, 1 cup of fruit juice, 1 tablespoon of sugar, 1 tablespoon of salt, and 1/2 cup of paprika. Chill and mix thoroughly before serving.

Orange juice, grapefruit juice, pineapple juice, lemon juice, or any combination of these juices may be used. If pineapple juice is used, it must be mixed with an equal amount of lemon juice.

Omit sugar if sweet canned fruit juice is used.

FRENCH DRESSING 14-H
Makes 4 Cups

Combine 3 cups of olive oil and 1 cup of vinegar in a bowl. Add 1 tablespoon of sugar, 2 tablespoons of salt, and 1 tablespoon of paprika or black pepper. Chill and mix thoroughly before serving.

ROQUEFORT DRESSING 14-N
Break four 3/4-ounce cakes of Roquefort cheese into small pieces. Combine with 4 tablespoons of mayonnaise and mix thoroughly until smooth. Gradually add 2 cups of French Dressing (Recipe 14-H). Chill and mix thoroughly before serving.

VINAIGRETTE DRESSING 14-S
Mix 1 cup of French Dressing (Recipe 14-H), 1 tablespoon of chopped green pepper, 2 teaspoons of chopped chives, 2 teaspoons of chopped parsley, and 2 tablespoons of chopped pickles. Chill and mix thoroughly before serving.

BRETTON WOODS DRESSING 14-T
Mix 1-1/4 teaspoons of salt, 1/2 teaspoon of black pepper, 1/2 teaspoon of paprika, 1/2 cup of fruit juice, 1/4 cup of lemon juice, 1/2 cup of olive oil, and 2-1/2 tablespoons of sugar. Chill and beat hard with an egg beater before serving.

Orange juice, grapefruit juice, pineapple juice, lemon juice, or any combination of these juices may be used. If pineapple juice is used, it must be mixed with an equal amount of lemon juice. Omit sugar if sweet canned fruit juice is used.

CREAM SALAD DRESSING 14-U
Fold 1/2 cup of unsweetened whipped cream into 1/2 cup of mayonnaise. Chill and mix thoroughly before serving.

ORANGE DRESSING 14-W
Mix 1 cup of orange juice, 1 cup of olive oil, 1/4 teaspoon of paprika, and 2 teaspoons of salt. Place in a jar and shake well. Shake well before serving.

PEANUT BUTTER DRESSING 14-X
Combine 1 cup of peanut butter and 6 tablespoons of cold water together in a bowl. Beat with an egg beater until smooth. Gradually add 2 cups of mayonnaise while beating. Season with 1 teaspoon of salt. Chill and mix thoroughly before serving.

PECAN DRESSING 14-Y
Pound 4 tablespoons of shelled pecans and 4 tablespoons of blanched almonds into a paste. Mix the nuts with 2 teaspoons of salt, 2 teaspoons of paprika, 1/2 cup of lemon juice, and 1/2 cup of olive oil. Beat well before serving.

SUNKIST DRESSING 14-Z
Mix 2 tablespoons of lemon juice, 1 teaspoon of lime juice, 1 teaspoon of salt, and 1/4 teaspoon of paprika. Mix well before serving.

XV. Pastries and Pies

APPLE PIE 15-A
Makes 8 Portions

Peel apples and remove cores. Cut apples into quarters and then cut each quarter into 2 or 3 pieces.

Line a pie pan with Pie Paste (Recipe 15-Q) and arrange the apple pieces on the plate so that the flat sides are against the crust. Do not let the sharp edges of the apple pieces cut into the Pie Paste. Arrange the apple pieces, piling them high in the center after the first layer has been put in.

Mix 1-1/2 cups of sugar, 1/4 teaspoon of nutmeg, a few grains of salt, and 2 teaspoons of lemon juice. Sprinkle the mixture on top of the apple pieces. Pour in 1 tablespoon of melted butter. Brush the edge of the crust with egg wash.

Roll out the top crust and make a few gashes in the center. Put the top crust over the apples. Press the top crust around the edge of the pan. Cut the edge with a knife and mark it with a fork. Brush the entire pie crust with egg wash, except for the edge, which will brown without it.

Put the pie in a very hot oven (about 425° F) and bake until the crust is well set. Bake at a cooler temperature until the apples are soft. Test the apples by poking a knife blade through the holes in the top crust.

Note, any apple can be used but Cortland apples are preferred. Green apples will require more sugar than the recipe calls for. When using green apples, use up to 1-1/2 cups more sugar, depending upon the tartness of the apples and omit the lemon juice.

Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

BLUEBERRY PIE 15-B
Makes 8 Portions

Mix 1 quart of blueberries, 3/4 cup of sugar, 2 tablespoons of flour, and a pinch of salt.

Line a pie pan with Pie Paste (Recipe 15-Q). Put the blueberry mixture into the pan. Brush the edge of the crust with egg wash. Put on the top crust and brush with egg wash. Bake in a very hot oven (about 425° F).

Serve 1 individual portion of American cheese on a doily-lined bread and butter plate.

CHERRY PIE—CANNED CHERRIES 15-D
Makes 8 Portions
Drain canned cherries, reserving the juice. Mix 1 cup of sugar, 1/4 cup of flour, 1/4 teaspoon of salt, and 4 cups of cherries.

Line a pie pan with Pie Paste (Recipe 15-Q). Put the cherry mixture into the pan. Pour in 1/2 cup of cherry juice. Strip the top crust with 1/2-inch strips of pie paste. Brush the crust with egg wash and bake in a very hot oven (about 425° F).

Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

PEACH PIE 15-E
Makes 24 Portions

Slightly thaw two 40-ounce packages of Birdseye peaches. Mix with 1 teaspoon of salt, 1 teaspoon of cinnamon, and 5 tablespoons of flour.

Put mixture into 3 pie pans lined with Pie Paste (Recipe 15-Q). Add 2 tablespoons of water to each pie, if necessary, for juice. Dot 1 tablespoon of butter over each pie.

Put on upper crusts and bake the pies in a very hot oven (about 425° F) until browned.

Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

PUMPKIN PIE 15-F
Makes 8 Portions

Line a pie pan with Pie Paste (Recipe 15-Q). Build up a fluted edge.

Mix 1-1/2 cups of cooked strained pumpkin, 2/3 cup of brown sugar, 1 teaspoon of cinnamon, 1/2 teaspoon of ginger, 1/2 teaspoon of salt, 2 well beaten eggs, 1-1/2 cups of milk, and 1/2 cup of cream.

Pour the pumpkin mixture into the pie pan. Bake on the bottom rack in a very hot oven (about 425° F) until the crust is baked and the custard has set.

Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

RHUBARB PIE 15-G
Makes 8 Portions

Cut rhubarb into 3/4-inch pieces. Mix 6 cups of rhubarb, 2 cups of sugar, 1/4 cup of flour, 2 beaten eggs, and a pinch of salt.

Put rhubarb mixture into a pie pan lined with Pie Paste (Recipe 15-Q). Cut pastry into 1/2-inch strips and strip the top. Brush with egg wash and bind the edge with a 3/4-inch strip of pastry.

Bake in a very hot oven (about 425° F), putting the pie on the bottom rack to bake the bottom crust before the rhubarb juice soaks into the crust. When cool, lightly sprinkle the top of the pie with powdered sugar.

Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

RHUBARB AND RAISIN PIE 15-H
Makes 8 Portions
Prepare as for Rhubarb Pie (Recipe 15-G) adding 1/2 cup of raisins. Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

RHUBARB AND STRAWBERRY PIE 15-I
Makes 8 Portions

Prepare as for Rhubarb Pie (Recipe 15-G) using 4 cups of strawberries and 2 cups of rhubarb. Put 1 individual portion of American cheese on the same plate behind the back crust of the pie.

STRAWBERRY CREAM TARTS 15-N
Prepare Pastry Cases (Recipe 15-R), and fill with cold Cream Filling (Recipe 15-O). Top with large strawberries and glaze with melted strawberry jelly. Decorate the edge of the tart with finely chopped nut meats.

CREAM FILLING 15-O
Makes 2 Cups

Mix 2/3 cup of sugar, 1/2 cup of bread flour, and 1/8 teaspoon of salt in a saucepan. Add 2 cups of scalded milk. Stir until smooth and cook over low heat for 15 minutes. When cool, add 1 teaspoon of vanilla extract and 2 slightly beaten eggs. Cook for an additional 3 minutes.

PIE PASTE 15-Q
Makes enough for 2 Pies or 24 Pastry Cases (Recipe 15-R)

Sift and measure 6 cups of flour. Add 2 teaspoons of salt and 1 teaspoon of baking powder and sift together. Cut in 1 pound of shortening and add 1 cup of ice water. Mix with a spoon or knife.

PASTRY CASES 15-R
Roll Pie Paste (Recipe 15-Q) out thin on a floured surface. Stamp out 5-inch circles with a biscuit cutter. Shape pastry cases over inverted scalloped tart tins. Be careful not to let the pastry catch under the sharp edge of the tins.

Prick several times and bake at about 425° F.

XVI. Puddings and Desserts

APPLE BROWN BETTY 16-A
Makes 24 Portions

Mix 2 cups of sugar, 1 teaspoon of cinnamon, 1 teaspoon of nutmeg, and 1 teaspoon of salt.

Break 12 cups of bread [illegible]nbs and put [illegible]a saucepan. Slowly add [illegible]melted butt[illegible]r with a fork and cook un[illegible]

Peel, core, and dice enou[illegible]o produce 1[illegible]s of apple pieces.

Put a layer of crumbs in the bottom of a large baking pan. Put half of the apple pieces into the pan. Sprinkle half of the sugar mixture on top of the apple pieces. Cover with half of the remaining crumbs. Add the rest of the apple pieces and cover with the remaining sugar mixture.

Mix 2 cups of hot water, 3/4 cup of lemon juice, and 1 tablespoon of lemon rind. Pour the lemon mixture into the pan. Cover with the remaining crumbs. Bake for about 40 minutes a hot oven (about 400° F).

Serve 1 piece in a sauce dish underlined with a bread and butter plate. Top with 1-1/2 tablespoons of Hard Sauce (Recipe 17-H).

BAKED CARAMEL CUSTARD 16-F
Makes 16 Portions

Scald 8 cups of milk in the top of a double boiler. Caramelize 1-1/3 cups of sugar by melting in a hot frying pan. Slowly add the caramelized sugar to the milk, being careful to ensure that the milk does not boil over.

As soon as the caramelized sugar has dissolved in the hot milk, mix 1/2 cup of sugar, 10 eggs, 1 teaspoon of salt, and 2 teaspoons of vanilla extract in a bowl. Add the hot milk to the egg mixture.

Strain the mixture into buttered individual custard cups. Set the cups in a pan of hot water and bake in a slow oven (about 325° F) until a knife comes out clean when inserted into the custard. Chill before serving.

Unmold each custard in a sauce dish. Surround with Caramel Sauce (Recipe 17-D). Underline with a bread and butter plate.

BAKED MAPLE CUP CUSTARD 16-J
Makes 8 Portions

Beat 6 eggs. Add 1 cup of maple syrup, 1 quart of scalded milk, and 1/4 teaspoon of salt.

Strain into greased individual custard cups. Place the cups in a pan of hot water and bake in a moderate oven (about 350° F) until a knife comes out clean when inserted into the custard. Chill before serving.

Unmold each custard in a sauce dish.

BLUEBERRY PUDDING 16-N
Makes 16 Portions

Sift together 4 cups of bread flour, 2 teaspoons of salt, and 2 level teaspoons of baking powder. Add 4 well beaten eggs, 1-1/2 cups of sugar, 3/4 cup of melted butter, and 2-1/2 cups of milk. Beat thoroughly and add 3 cups of blueberries mixed with 1/2 cup of flour. Beat thoroughly again.

Pour the batter into greased muffin tins. Bake in a moderate oven (about 350° F) for 25 minutes. Prepare hot

blueber. uce by ng 1 quart of blueberries with 1-1/2 cu. f sugar. the sauce hot for service.

Serve in dual puc , in a sauce dish. Top with 1/4 cup of h lueberry ce.

BLUEBERRY CHARLOTTE 16-O
Makes 8 Portions

Remove the crusts from 8 slices of bread. Spread each slice with butter.

Mix 4 cups of blueberries, 1 cup of sugar, and a pinch of salt in a saucepan. Cook on low heat until the blueberries are soft.

Cover the bottom of a deep baking dish with the bread. Pour on some of the hot blueberry mixture. Make another layer of bread and blueberries, repeating until the dish is full. Chill before serving. Serve in a sauce dish topped with a spoonful of whipped cream .

CHOCOLATE BREAD PUDDING 16-U
Makes 12 Portions

Heat 2 quarts of milk and 6 squares of chocolate in the top of a double boiler. Stir occasionally until the melted chocolate is thoroughly mixed with the milk.

Remove the crust from white bread and crumble enough to make 4 cups of fresh breadcrumbs. Add the breadcrumbs to the milk mixture. Remove from heat.

When cool, add 1 cup of sugar, 1/2 cup of melted butter, 4 slightly beaten eggs, 1 teaspoon of salt, and 2 teaspoons of vanilla extract.

Put into individual greased custard cups. Set the cups in a pan of hot water and bake in a moderate oven (about 350° F) until the puddings are set. Chill before serving. Serve with cream.

COMPOTE OF PEARS, BURGUNDY 16-X
Makes 12 Portions

Peel 12 cooking pears. Slice in half and remove the cores. Place the pear halves in a pan with 1 cup of sugar, a pinch of cinnamon, 2 cups of claret, and enough water to cover.

Boil slowly until thoroughly cooked. Chill before serving.

DEEP-DISH CHERRY TAPIOCA 16-AC
Makes 16 Portions

Drain 7 cups of pitted canned sour cherries, reserving the juice. Add enough water to juice to make 12 cups.

Put cherry juice, 1-1/2 cups of tapioca, and 3 teaspoons of salt in the top of a double boiler. Cook for 15 minutes, or until the mixture is clear, stirring occasionally.

Put the cherries in a large greased baking dish. Add 3 tablespoons of lemon juice. Mix 1 pound of brown sugar, 1/4 teaspoon of nutmeg, and 1 teaspoon of cinnamon. Mix the brown sugar mixture with the cherries and sprinkle 6 tablespoons of melted butter on top.

Pour the cherry juice mixture over the cherries. Bake in a moderate oven (about 350° F) for 45 minutes.

Serve in a sauce dish underlined with a bread and butter plate. Serve with cream in a 2-ounce creamer.

GLORIFIED RICE AND STRAWBERRIES 16-AG
Makes 12 Portions

Slice 2 cups of fresh strawberries in halves. Mix with 16 marshmallows cut in small pieces. Add 2 cups of cold boiled rice.

Beat 1-1/2 cups of cream until stiff. Add 1/3 cup of powdered sugar and a pinch of salt. Add to the fruit and rice mixture. Put into custard cups. Chill before serving.

GRAPENUT CUSTARD 16-AH
Makes 16 Portions

Scald 2 quarts of milk in the top of a double boiler.

Mix 8 slightly beaten eggs with 1 cup of sugar and 1/2 teaspoon of salt in a heat resistant bowl. Slowly add the hot milk to the egg mixture. Add 2 teaspoons of vanilla extract and 2 cups of grapenuts cereal.

Pour the mixture into greased custard cups. Set the cups in a pan of hot water and bake until the custards are firm. Note, rice flakes, corn flakes, or puffed rice cereals may be substituted for grapenuts cereal.

HOT WATER GINGERBREAD 16-AJ
Makes 8 Portions

Mix and sift 2-1/4 cups of pastry flour, 1 teaspoon of baking soda, 1 teaspoon of ginger, 1 teaspoon of cinnamon, 1/4 teaspoon of ground cloves, and 1/2 teaspoon of salt. Mix 1/2 cup of water and 1 cup of dark molasses and add to the flour mixture. Add 1/2 cup of melted shortening. Beat thoroughly.

Pour the batter into a small greased baking pan. Bake for 30 minutes in a moderate oven (about 350° F). Cut the gingerbread into 3-inch squares and serve hot. Top with a heaping teaspoon of whipped cream .

SNOW PUDDING 16-AV
Makes 12 Portions

Soak 2 tablespoons of unflavored gelatin in 1/2 cup of cold water. Dissolve in 2 cups of boiling water. Add 2 cups of sugar and 1/2 cup of lemon juice.

Place in the refrigerator. Stir occasionally. When the mixture has thickened slightly, remove from the refrigerator and beat with a whisk until frothy. Beat 6 egg whites stiff and add to the gelatin mixture. Continue to beat with a whisk until the mixture is stiff enough to hold its shape. Pour into individual custard cups. Chill and serve cold.

Pour 1/4 cup of Boiled Custard (Recipe 17-A) over the top of the pudding.

XVII. Ice Cream and Pudding Sauces

BOILED CUSTARD 17-A
Makes 4 Cups

Scald 3-1/2 cups of milk in the top of a double boiler.

Mix 6 egg yolks, 1/2 cup of sugar, and 1/4 teaspoon of

salt in a heat resistant bowl. Slowly pour the hot milk into the egg mixture. Put back into the double boiler and cook for 2 minutes or until the mixture thickens on the spoon. Strain into a bowl and allow to cool. Add 1 teaspoon of vanilla extract. Pour 1/4 cup directly on top of pudding when specified.

BUTTERSCOTCH SAUCE 17-C
Makes 4 Cups

Mix 1/2 cup of butter, 1 pound of brown sugar, 1 teaspoon of lemon juice, and 1/2 cup of medium cream in the top of a double boiler. Cook for 1 hour, stirring occasionally with a wooden spoon.

CARAMEL SAUCE 17-D
Makes 4 Cups

Put 2 cups of sugar in a saucepan. Melt the sugar and cook until it is a medium brown color, stirring constantly.

Slowly add 2 cups of boiling water. Boil the mixture until it becomes a thin syrup.

Serve cold. If the sauce becomes too thick to pour, add more boiling water and cook until thoroughly mixed.

Pour 1/4 cup directly on top of pudding when specified.

CURRANT JELLY SAUCE 17-F
Makes 4 Cups

Mix 3/4 cup of hot water and 3 cups of current jelly in a saucepan. Slowly heat and stir until the jelly melts and is thoroughly mixed with the water.

Melt 3 tablespoons of butter in another saucepan. Add 3 tablespoons of flour. Thoroughly blend the butter and flour. Add the butter and flour mixture to the jelly mixture. Cook until smooth. Serve hot.

FRUIT SAUCE 17-G
Makes 4 Cups

Put 1 cup of pitted dates in a heat-resistant bowl. Pour enough boiling water over the dates to cover them and let them stand for 3 minutes. Drain the dates and cut them into small pieces. Add 1 cup of maraschino cherries with their juice and 1 can of figs cut into small pieces with their syrup. Let stand for several hours.

Blanch 1 cup of almonds. Split and put into a moderate oven (about 350° F) until brown. Add a pinch of salt.

Mix 1 cup of sugar and 1 cup of water in a saucepan. Boil for 5 minutes. Add the fruit and nuts. Mix thoroughly.

Serve a spoonful on top of ice cream.

HARD SAUCE 17-H
Makes 24 Portions

Cream 1 cup of butter in a bowl until very soft. Do not melt the butter. Gradually add 3 cups of powdered sugar and continue beating until the mixture is very white and resembles whipped cream. Add 2 teaspoons of vanilla extract and 1/2 teaspoon of nutmeg.

The secret of making a creamy hard sauce lies in beating it for a long time. Shape the sauce into a long roll. Wrap the roll in wax pap[illegible]e it in the r[illegible]ator until needed.

Serve about 1-1/2 tables[illegible]r order.

PEACH SAUCE 17-J
Makes 4 Quarts

Peel 4 fresh peaches. Cut in halves and remove the stones. Dice the peaches into 1/2-inch cubes.

Put 1 cup of sugar and 1/2 cup of water into a saucepan. Dissolve the sugar and bring the mixture to the boiling point. Add the peaches. Boil for 3 minutes longer and remove from heat. Let cool before serving.

PINEAPPLE SAUCE 17-K
Makes 4 Cups

Dice enough fresh or canned pineapple to fill 2 cups. Put the pineapple in a saucepan with 2 cups of sugar and 1-1/2 cups of pineapple juice or water.

Cook for 10 minutes or until thick. Chill before serving.

RASPBERRY SAUCE 17-L
Makes 5 Cups

Mix 1 cup of raspberry jam, 1 quart of hot water, and the juice of 2 lemons in a saucepan. Heat and stir until the jam has dissolved. Chill before serving.

XVIII. Fancy Desserts

BANANA TEMPTATION 18-A
Slice 1 banana. Place the banana slices in a sauce dish. Cover with 1 scoop of vanilla ice cream. Top with 1 tablespoon of whipped cream and a maraschino cherry.

COFFEE GLACE, CHANTILLY 18-C
Put a scoop of coffee ice cream in a sauce dish. Pour a small amount of Caramel Sauce (Recipe 17-D) over the ice cream. Top with whipped cream and a few chopped walnuts.

COUPE ST. JACQUES 18-D
Put equal amounts of orange sections, fresh diced pineapple, sliced bananas, and strawberry halves together in a bowl. Cover with powdered sugar and maraschino cherry juice. Chill before serving.

Put a spoonful of fruit mixture in a stem sherbet glass. Fill with lemon sherbet. Garnish with a large strawberry.

FRESH PEACH SUNDAE 18-E
Prepare as for Fresh Strawberry Sundae (Recipe 18-F) substituting fresh peach slices for strawberries. Garnish with whipped cream and a maraschino cherry. Serve in a stem sherbet glass.

FRESH STRAWBERRY SUNDAE 18-F
Put small whole fresh strawberries in a bowl. Sprinkle lightly with powdered sugar. Add a small amount of maraschino cherry juice. Mix thoroughly.

Put a spoonful of the strawberry mixture in a stem sherbet glass. Pour some juice in. Place a scoop of vanilla ice cream on top of the strawberry mixture. Top with a spoonful of whipped cream and garnish with a large whole strawberry.

MACA ON GLA ANTILLY 18-G
Put a s p of m n ice cream in a sauce dish. Pour a ll amour utterscotch Sauce (Recipe 17-C) on to Garnish w hipped cream and a maraschino cherr

MERINGUE GLACE 18-H
Makes 24 Portions

Beat 4 egg whites until stiff. Slowly beat in 1 cup of sifted powdered sugar and 1/2 teaspoon of vanilla extract. Fold in 1/4 cup of powdered sugar. This mixture must be beaten stiff enough to hold its shape.

Form shapes with a pastry bag on to a wet board, which has been covered with parchment paper. Bake in a very slow oven (about 300° F) for 50 minutes. The meringue should not change color during baking. Carefully remove the cooked meringue from the paper. Scoop out the soft centers and put the shells back in the oven to dry.

PEACH MELBA 18-I
Peel peaches. Cut in half and remove the stones. Place the peaches in a saucepan filled with equal parts sugar and water. Stew very slowly until soft.

Mix raspberry jam and the syrup from the stewed peaches. The amount of peach syrup used will depend upon the thickness of the jam.

Serve half a stewed peach on a tea plate. Put a scoop of vanilla ice cream next to the peach. Pour the raspberry jam mixture over the peach and ice cream.

PEACH MERINGUE GLACE 18-J
Prepare Meringue Glace (Recipe 18-H). Enclose a scoop of peach ice cream within a pair of meringue shells. Garnish with whipped cream and a maraschino cherry.

PINEAPPLE TEMPTATION 18-K
Place 1 slice of fresh pineapple in a sauce dish. Cover with 1 scoop of vanilla ice cream. Top with 1 tablespoon of whipped cream and a maraschino cherry.

STRAWBERRY MERINGUE GLACE 18-L
Prepare Meringue Glace (Recipe 18-H). Serve a scoop of strawberry ice cream between a pair of meringue shells. Garnish with whipped cream and a large strawberry.

Note, vanilla ice cream may also be served between pairs of meringue shells. Pour strawberry sauce over the ice cream. Garnish with whipped cream.

XIX. Sandwiches

CLUB SANDWICH 19-A
Toast 3 slices of bread. Butter each slice on one side.

Place 1 or 2 lettuce leaves on the butter side of the first slice of toast. Place 2 small 3/8-inch thick slices of peeled tomato on top of the lettuce. Spread mayonnaise on top of the tomato slices.

Place the second slice of toast on top of the layer of mayonnaise, buttered side up. Cover with 3 slices of chicken. Place 2 slices of bacon on top of the chicken.

Place the third slice of toast on top of the bacon, buttered side down. Cut on a diagonal and trim the edges so that nothing projects over the side of the toast. Serve a spoonful of mayonnaise in a ramekin.

DEVILED SMITHFIELD HAM FILLING 19-B
Mix 2 parts finely chopped ham with 1 part mayonnaise.

HOT CHICKEN SANDWICH 19-C
Place 1 slice of trimmed bread or toast on the center of a dinner plate. Cover with 1 slice of dark meat chicken and 1 slice of white meat chicken. Cover the chicken meat with 1 slice of trimmed bread or toast.

Cover the sandwich with Chicken Fricassee sauce (Recipe 7-M). Sprinkle a few cooked peas next to the sandwich and place a scoop of Mashed Potatoes at the other side.

HOT ROAST BEEF SANDWICH 19-D
Place 1 slice of trimmed bread on the center of a dinner plate. Cover with 1 slice of roast beef, trimmed to fit the bread. Cover the beef with 1 slice of trimmed bread.

Cover the sandwich with hot rich brown gravy. Sprinkle a few cooked peas next to the sandwich and place a scoop of Mashed Potatoes at the other side.

EGG SALAD SANDWICH 19-E
Makes 8 Portions (Filling)

Chop 6 hard-boiled eggs fine. Add 1/4 cup of chopped celery. Season with salt and pepper. Blend in enough mayonnaise to make a thick mixture.

Spread the egg mixture on 1 slice of trimmed bread. Place small lettuce leaves on top of the egg mixture. Cover the lettuce with 1 slice of trimmed bread.

LOBSTER SALAD SANDWICH 19-F
Prepare Lobster Salad (Recipe 13-T). Spread mayonnaise on 1 slice of trimmed bread. Cover the bread with lobster mixture. Place small lettuce leaves on top of the lobster mixture. Cover the lettuce with 1 slice of trimmed bread. Trim the edges and cut the sandwich on the diagonal. Garnish with 2 tomato sections and lettuce leaves.

MINUTE STEAK SANDWICH 19-G
Cut minute steak 2/3 as thick as for a small sirloin steak. Pan-broil quickly, turning to sear. Cook for 1 minute on each side. Season with salt, pepper, and butter.

Trim 2 slices of bread and toast. Put steak across the toast. Garnish both ends with a slice of tomato and a sprig of parsley.

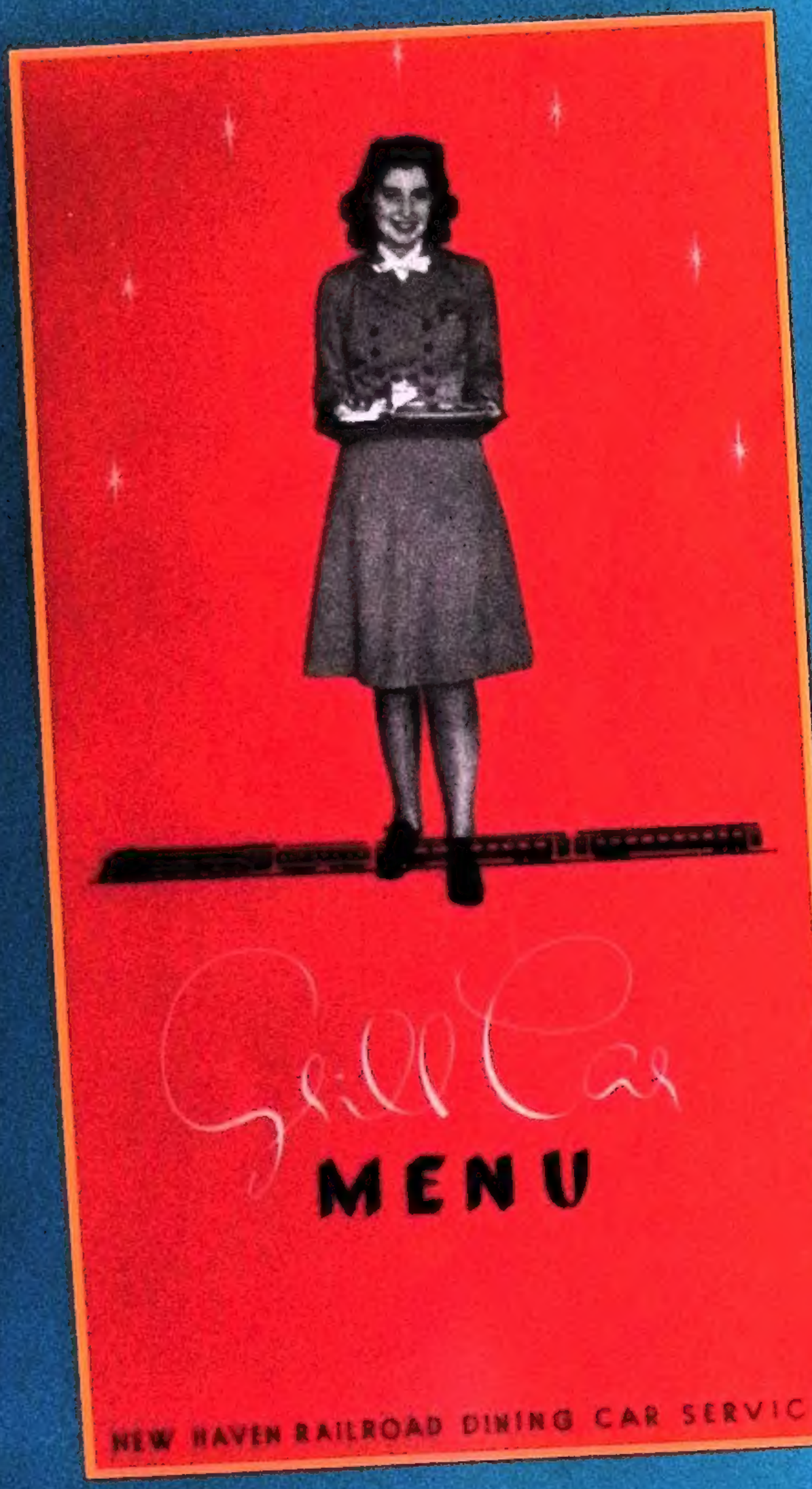
Marc Frattasio grew up in Hyde Park and Hanover, Massachusetts. Occasional Sunday morning trips to the Readville freight yards with his family during the late 1960s sparked an enduring interest in the New York, New Haven & Hartford Railroad.

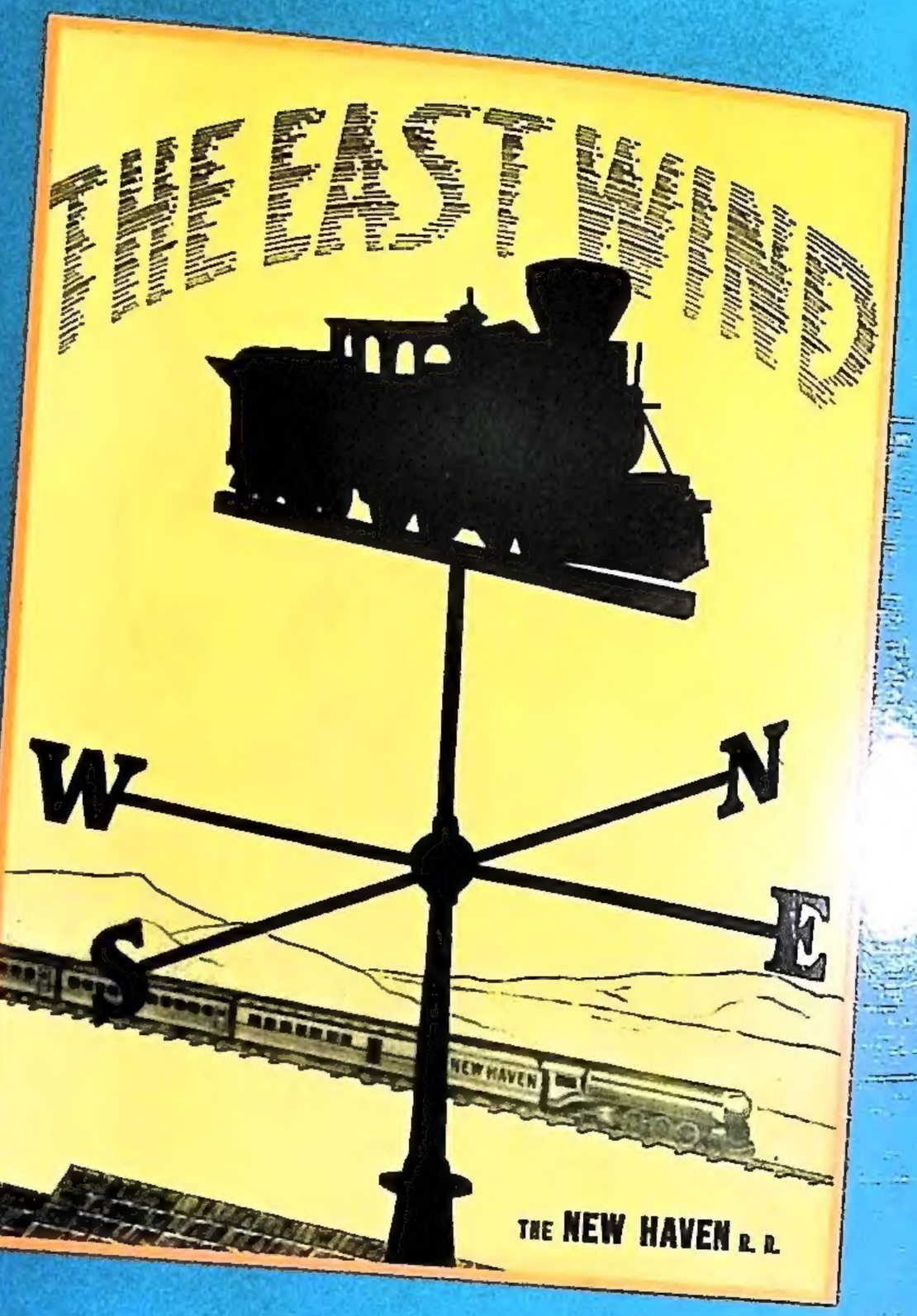
An active member of the New Haven Railroad Historical & Technical Information Association since the late 1970s, Marc's writing has been featured several times in the group's *Shoreliner* magazine. He is a collector of New Haven Railroad artifacts with particular interests in advertising, dining car department material, signage, and anything that features Herbert Matter's NH logo. Many items from Marc's collection have been featured in books written on the New Haven Railroad over the years by other authors.

After graduating from Hanover High School, Marc enlisted in the United States Navy where he earned his aircrew wings and accumulated several thousand hours as an electronic warfare systems operator flying aboard Lockheed P3B and P3C "Orion" maritime patrol aircraft.

After his honorable discharge from the Navy, he attended Bridgewater State College where he earned a bachelor's degree in management science and then Boston University where he earned a master's degree in computer information systems. Marc is currently employed as a technologist in the information systems organization of a *Fortune* 500 company.

Marc lives on Boston's "south shore" with his wife Faith and their five cats. He is a private pilot and loves aviation as much as railroading. On clear weekends with favorable winds he and Faith often fly out of Plymouth Municipal Airport on day trips to Cape Cod, Martha's Vineyard, or Nantucket. This is his second book.





Part history book and part cook book, "Dining on the Shore Line Route" serves an in-depth look at what it took to operate one of America's finest railroad dining car services. Author Marc Frattasio blends meticulous research and the first-hand reminiscences of onboard staff with a remarkable collection of classic recipes from the New Haven Railroad's Standard Recipe Book.

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